

Stage 2 Heritage Interpretation Plan for the Locomotive Workshops SSD 8517 and SSD 8449



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Prepared by Curio Projects for Mirvac
FINAL REPORT

Document Information

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Local Government Area

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Cover Image: Open Day, 2015.

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1.0 Introduction

Curio Projects have been engaged by Mirvac Projects Pty Ltd (Mircvac) to prepare the *Stage 2 Heritage Interpretation Plan for the Locomotive Workshop* in order to provide an interpretative framework to support the redevelopment of the Locomotive Workshop (Bays 1 through to 15), approved as part of State Significant Development Consents SSD 8517 (Bays 1-4a) and SSD 8449 (Bays 5-15) issued by the NSW Independent Planning Commission on 22 February 2019.

The sale of the ATP site to Mirvac in 2015 provided an opportunity for all previous interpretation schemes to be revisited and carefully reconsidered as part of the revitalisation and redevelopment of the site. The key themes and stories developed in close consultation with stakeholders and former workers at the site, previously, remain relevant and form a strong basis for the new themes and stories that have been added to the interpretative possibilities for the site.

In particular, there is the opportunity to create meaningful interpretative products that not only continue to celebrate the significance of the ATP site and its workers, but also the highly significant Aboriginal cultural heritage connection to the place.

The redeveloped site will include a mix of interpretative signage, heritage programs, events, exhibition proposals and digital interpretative journeys throughout the site, both within the Locomotive Workshop and external to the Locomotive Workshop building, in order to attract cultural heritage tourists to the site.

In order to guide the onsite interpretation, Curio Projects prepared an initial *Interpretation Strategy for the Australian Technology Park* in 2016¹ (hereafter referred to in this report as the Stage 1 Interpretation Strategy) which was approved by the Department of Planning and the NSW Heritage Division on 14 February 2017 as part of the Stage 1 DA approval for SSD 7317.

This *Stage 2 Heritage Interpretation Plan for the Locomotive Workshop* (hereafter referred to in this report as the *Stage 2 Interpretation Plan*) was required to be prepared prior to issue of the first construction certificate for the Locomotive Workshop in order to satisfy a set of Heritage Interpretation Conditions of Consent for SSD 8517 (Bays 1-4a) and SSD 8449 (Bays 5-15), issued by the Independent Planning Commission on 22 February 2019.

1.1 Objectives of the Stage 2 Heritage Interpretation Plan

The key objectives of this Stage 2 Interpretation Plan is to ensure that the heritage values present within the study area are adequately integrated – through interpretive elements – into the current and future development,

¹ Curio Projects, November 2016 *Interpretation Strategy for Australian Technology Park* prepared for Mirvac.

upgrade and refurbishment programs within the Locomotive Workshops (Bays 1-15), both internally and externally.

This Stage 2 Interpretation Plan has been prepared in consultation with the NSW Heritage Council, Mirvac, the City of Sydney, and other relevant stakeholders including local community members (Aboriginal and non-Aboriginal), heritage enthusiasts, the Institute of Engineers, blacksmiths, ERW heritage specialists and the broader rail enthusiast community.

The key objectives of this Stage 2 Interpretation Plan are to:

- Identify and select final themes and stories developed in the Stage 1 Interpretation Strategy to research and apply to heritage interpretation installations within the Locomotive Workshop;
- Identify final key interpretive themes and messages that tie into the wider precinct, including South Eveleigh, North Eveleigh, Redfern Station and the surrounding suburbs as part of this current redevelopment of the site;
- Further elaborate upon the selected historical themes and stories identified through historical research and stakeholder consultation;
- Finalise the appropriate interpretive medium and materials for implementation with the Locomotive Workshops curtilage (both internal and external);
- Develop a site-specific plan demonstrating the location and rationale behind placement of each physical interpretive element proposed;
- Provide details of the proposed heritage interpretation products to be implemented in order to satisfy the conditions of consent for the SSD approvals for the Locomotive Workshop (SSD 8517 and SSD 8449); and
- Guide the Stage 3 implementation of heritage interpretation elements at the site.

This Stage 2 Interpretation Plan has been prepared in accordance with current best practice guidelines and methods for the Interpretation of heritage in NSW. These include the following key documents:

- *Heritage Information Series: Interpreting Heritage Places and Items Guidelines* (NSW Heritage Office 2005)
- *Heritage Information Series: Heritage Interpretation Policy* (NSW Heritage Office and NSW Government Department of Planning 2005)
- Australia ICOMOS, *Australia ICOMOS Charter for Places of Cultural Significance, The Burra Charter*, 2013

1.2 Background

Originally part of the Eveleigh Railway Workshops (ERW), the Australian Technology Park (ATP) was established in 1996 as a technology and business park. Ownership of the ATP site transferred from the NSW Government to Mirvac in April 2016. Mirvac subsequently commenced a process of urban regeneration within the precinct, including the securing of the Commonwealth Bank of Australia (CBA) as an anchor tenant for the development.

The ATP site holds great significance to many community groups, including the Aboriginal community, former ERW workers, NSW railways, and local residents with connection to the Redfern and Darlington area. Heritage Interpretation implementations at the ATP are key in building a connection between the local community and their social and cultural history. The tangible display of heritage values and stories within the site's redevelopment, both creates this connection, while enhancing the essence and richness of the place for all future visitors.

Key to delivering comprehensive interpretation solutions for the site will be collaborating with relevant stakeholders and ensuring that approach to the interpretation of the Locomotive Workshop, is part of the holistic approach to interpretation at South Eveleigh. Also essential for successful interpretation outcomes will be working in collaboration with the Aboriginal custodians and community associated with the site.

Redevelopment of the ATP site provides an exciting opportunity to renew focus on the substantial and multi-faceted history of the site. Through a process of the redevelopment and revitalisation, Mirvac aims to preserve, accentuate and communicate the exceptional physical and aesthetic values of the ATP. These values will exist within an operational framework that secures long-term economic viability and activation of the site. In this way, the redevelopment of the site can rejuvenate the history and heritage values of the former ERW site, within the context of the technological and innovative commercial centre of ATP. Redevelopment aims to effectively and passionately communicate the significant history and many stories of the ERW to all future site users.

1.3 Authorship

This report has been prepared by Natalie Vinton, Director, of Curio Projects Pty Ltd.

1.1 Limitations and Constraints

The Stage 2 Interpretation plan is focused on the interpretation of *insitu* machinery collection, internal areas and physical elements proposed to be installed throughout the Locomotive Workshops (Bays 1-15) and within the curtilage of the Locomotive Workshop only. It does not include heritage interpretation solutions proposed for the public domain works which occur outside the curtilage of the Locomotive Workshops building, or within the new Buildings 1-3 (SSD 7317) although it does form a key component of the site-wide interpretation planning for ATP.

The present report does not attempt to provide a comprehensive description and representation of the entire complex history of the Eveleigh Railway Workshops, but rather proposes an interpretation strategy that encompasses the suggestions and submissions of both its multiple stakeholder communities, as well as the research and expertise provided by the many heritage specialists involved with the site to date with respect to the Locomotive Workshop.

The digital interpretative layer and its related heritage and cultural products (for example, school curricula incorporation, cultural and heritage tourism activities), although identified in this document will be fully developed and implemented as part of the Stage 3 Interpretation Implementation.

This report does not include a full assessment of the potential Aboriginal Cultural Heritage significance (intangible values) of the site. The consultation process is still underway at the time of writing this report; therefore the findings will be integrated into the final content of the interpretation at a later date (prior to Occupation Certificate, as part of the Stage 3 product implementation stages), specifically in relation to developing the historical themes and storylines with Aboriginal Cultural Heritage content.

Yerrabingin² will continue to assist with consultation and development of heritage programs related to the Aboriginal cultural heritage stories associated with the Locomotive Workshops, to be undertaken on site.³

² Yerrabingin Indigenous Design Thinking for Collaborative Solutions

³ Aboriginal history present on the digital layer and Aboriginal cultural landscape garden.

1.2 Glossary of Abbreviations in this report

▪ Addendum	Addendum to the Interpretation Strategy for ATP
▪ AHMS	Archaeological Heritage Management Solutions
▪ ARHS	Australian Railway Historical Society (NSW)
▪ ATP	Australian Technology Park
▪ ATPSL	Australian Technology Park Sydney Limited
▪ CC	Conditions of Consent
▪ CMP	Conservation Management Plan
▪ CMP	Conservation Management Plan
▪ CoS	City of Sydney
▪ ERW	Eveleigh Railway Workshops
▪ HAMS	Heritage Assets Management Strategy
▪ IP	Interpretation Plan
▪ MCMP	Moveable Collections Management Plan
▪ Stage 1 Interpretation Strategy	Interpretation Strategy for Australian Technology Park
▪ Stage 2 Interpretation Plan	Stage 2 Heritage Interpretation Plan for the Locomotive Workshops
▪ S60	Section 60 approval under the NSW Heritage Act 1977
▪ SHR	State Heritage Register
▪ UGDC	Urban Growth Development Corporation
▪ Yerrabingin	Yerrabingin Indigenous Design Thinking for Collaborative Solutions

2.0 Site Context

2.1 Location

The ATP precinct is located within the City of Sydney Local Government Area (LGA) and is advantageously located 5km south of the Sydney CBD, 8km north of Sydney airport and within 200m of Redfern Railway Station. The precinct has an overall area of approximately 13.2 hectares and is bounded by one of Sydney's primary railway arteries to the north, Cornwallis Street and Garden Street to the east, Henderson Road to the south, railway workshops and yards to the north-west and government owned community housing to the west. An aerial photograph of the ATP precinct is shown in Figure 1 below.

The relevant areas of the ATP site that apply specifically to this Stage 2 Interpretation Plan report include the Locomotive Workshops from Bays 1 through to Bay 15 and it's immediate curtilage.

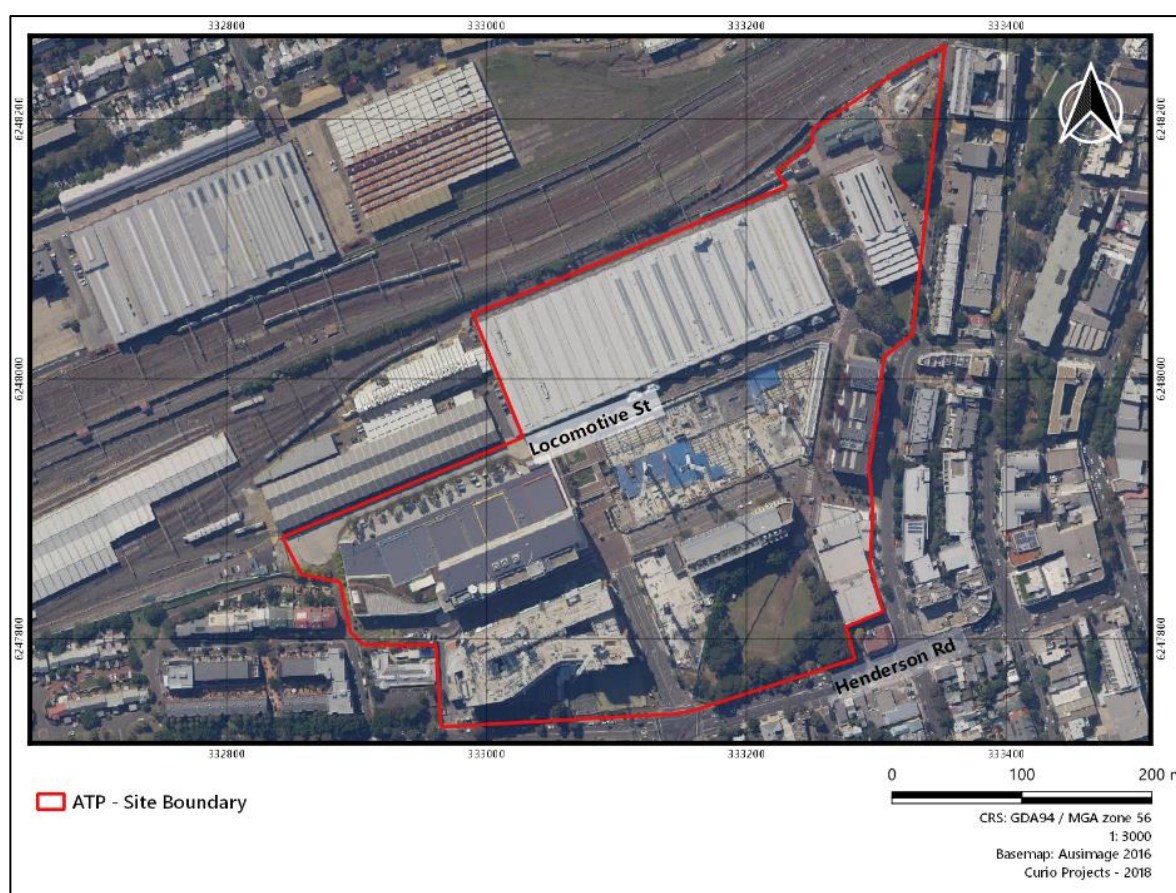


Figure 1: LOT BOUNDARY OF THE AUSTRALIAN TECHNOLOGY PARK. SOURCE: CURIO PROJECTS 2018

2.2 Redevelopment of the ATP Site

Historically, ATP (formerly ERW) was used for railway maintenance, storage and other associated industries. Use of the site as marshalling yards and workshops formed part of a large railway-based precinct on both sides of the main railway line, dating from 1882 and increasing in size until its closure in 1989. Since that time, the precinct has been progressively redeveloped and repurposed.

In 2014, the NSW Government resolved to offer development sites within the ATP for sale through a selective tender process conducted by Urban Growth NSW Development Corporation (UGDC). In November 2015 Mirvac Projects Pty Ltd (Mircac) was named as the successful party and ownership and development rights of the precinct were subsequently transferred.

The Stage 1 DA for the ATP site (SSD 7317) approved on 20 December 2016, included the construction of Buildings 1, and 2 for the Commonwealth Bank (with Retail at Ground Floor), a Community Building (Building 3), Public Art Installations, an Aboriginal Community Garden at Ground Level and a second Aboriginal community garden on top of the community building (Figure 2).

It excluded any works to the Locomotive Workshops building, the redevelopment of which was submitted under two separate DAs: one for the western portion (Bays 6–15, commercial development, SSD 8517), and one for the eastern portion (Bays 1–5, retail development, SSD 8449). The two-concept plan SSDAs for the Locomotive Workshops were submitted to the Department of Planning and Environment in November 2017, and were placed on public exhibition from 16 November to 15 December 2017.

Following public exhibition, and the submission of additional information, both SSDs were approved by the Independent Planning Assessment Commission on 22 February 2019.

2.3 Sitewide Interpretation Context for ATP

In order to ensure consistency to interpretative approaches across the whole of the ATP site (within the context of the wider Eveleigh Railway Workshops), the *Interpretation Strategy for Australian Technology Park*, submitted and approved as part of SSD 7317, considered the potential opportunities for future heritage interpretation within/adjacent to the Locomotive Workshops with the intention that, despite the different stages of redevelopment across the ATP site, the site-wide interpretation would read as one holistic package, including the look, feel and design of physical elements, digital displays and events across South Eveleigh.

This Stage 2 Interpretation Plan refers specifically to the Locomotive Workshops SSD heritage interpretation conditions of consent (SSD 8517 and SSD 8449) with the *Stage 2 Interpretation Plan for Buildings 1-3 and Public Domain* submitted to the DPE in April 2019 to satisfy the heritage interpretation conditions of consent associated with the Stage 1 DA for Buildings 1-3 and the Public Domain (SSD 7317).

Therefore, while this current report does not specifically relate to interpretive elements for Buildings 1–3 and the Public Domain, the general context and references to the rest of the ATP site are made in order to acknowledge the overall site as a continuous historical and heritage landscape, which cannot be addressed in isolation.

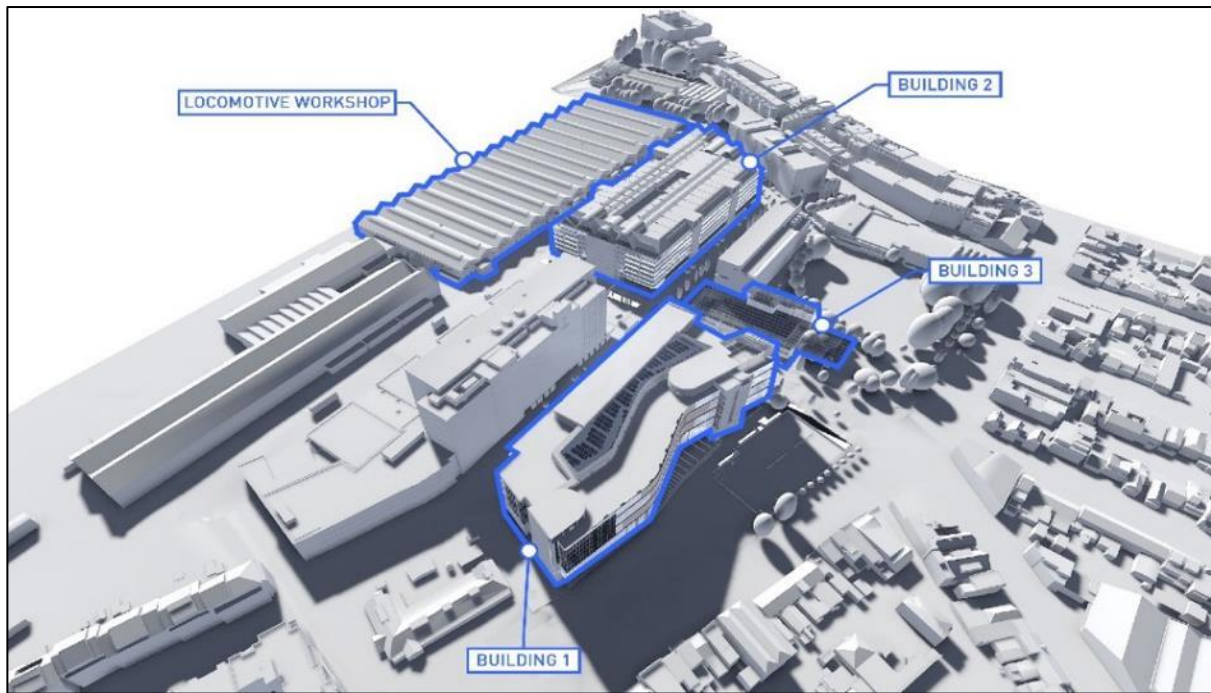


Figure 2: Locational context of the redevelopment within ATP (Source: Ethos Urban)

2.4 Interpretation Plan prepared by 3D Projects, dated 2012

The *Interpretation Strategy for Australian Technology Park*, prepared by Curio Projects in November 2016, was prepared to support interpretation across the whole of the site, including Buildings 1-3, the Public Domain, and the Locomotive Workshops. That Stage 1 Strategy was reviewed and approved by the NSW Heritage Division on 14 February 2017, thereby superseding any previous heritage interpretation plans or strategies for ATP (i.e. superseding 3D Projects 2012 Interpretation Plan). With respect to the Stage 1 Interpretation Strategy, the NSW Heritage Division stated:

The purpose of the Interpretation Strategy is to provide an overarching framework for interpretation at the site, and to update previously endorsed Interpretation Plan prepared by 3D Projects in 2012 to reflect the recently approved development. The Strategy covers the areas affected by the works (Public Domain, Buildings 1 and 2, and the Community Building) as well as the Locomotive Workshops (which will be subject to a separate SSD application).

The Heritage Division, as delegate of the Heritage Council, has reviewed the Interpretation Strategy and generally supports the overarching preliminary framework for interpretation at the site, including the key themes, stories, interpretive products and opportunities provided in the Strategy. In addition to the interpretive elements proposed in the Strategy, it is recommended that digital wayfinding (app) interpretation, interpretation of the tracks and turntables along Locomotive Street, and the display of uncovered archaeological artefacts, are considered in the publicly accessible areas of the site including the Public Domain and Community Building.

It is understood that the Interpretation Strategy forms Stage 1 of a three staged interpretive planning process. Subsequent stages of interpretive planning will involve specific interpretive content development and physical implementation of the interpretive elements, which will occur prior to occupation of the site.

It is also noted that opportunities for interpretation at the Locomotive Workshops will be considerably affected by the proposed future development of the building, which is yet to be determined at this stage. The Heritage Council therefore encourages further consultation regarding interpretation at the Locomotive Workshops once the proposed works have been established, and requests that the Strategy be updated to reflect those works. It is also recommended that once updated, the Interpretation Strategy for Australian Technology Park is submitted to the Heritage Council for formal endorsement. The Heritage Council would also appreciate the opportunity to review the specific interpretive content development prior to implementation⁴

⁴ NSW Heritage Council Correspondence, dated 14 February 2017

3.0 Community and Stakeholder

3.1 Stage 2 Initial Community consultation

The *Consultation Outcomes Report* (the Report) prepared by Ethos Urban on behalf of Mirvac, attached as Annexure B, provides a detailed record of the communications and engagement undertaken to inform and support the preparation of the Stage 2 of the Heritage Interpretation Plan for the Locomotive Workshop at South Eveleigh (the Plan), previously referred to as Australian Technology Park (ATP). As noted in the report, the Plan must be submitted to the Secretary of the Department of Planning and Environment for approval prior to the issue of the first Construction Certificate for the Locomotive Workshop.

Consultation undertaken for the Plan was designed to capture key story and event ideas for heritage interpretation within the Locomotive Workshop and to build upon previous consultation which took place to inform the overarching heritage interpretation for the site and for the public domain. Consultation specific to heritage interpretation for South Eveleigh is accompanied by ongoing consultation undertaken as part of the construction process, as well as the consultation undertaken for to support the State Significant Development (SSD) 7317 for the redevelopment of South Eveleigh, as well as SSD 8517 and SSD 8449 for the redevelopment of the Locomotive Workshop. Further engagement over the next 12-18 months will build upon the key stories and event ideas established as part of the engagement recorded in this Report.

The Conditions of Consent (SSDA 8517 and SSDA 8449) required that the Plan be prepared in consultation with the Heritage Council, the City of Sydney Council, as well as other stakeholders including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations. Accordingly, all relevant stakeholder groups were identified and invited to participate in consultation activities using existing relationships and networks, public advertisement (via newspapers and Eventbrite), social media (including Instagram and Facebook) as well as a postcard letterbox drop to 12,000 surrounding businesses and residents.

The purpose of the engagement process was twofold. Firstly, it presented participants with an update on the next steps for redevelopment of the Locomotive Workshop, the overarching heritage strategies and the key design elements that are planned as part of the heritage interpretation at the Locomotive Workshop. It was particularly important to update attendees on the physical interpretation elements as it provided context and helped inspire ideas for what stories should be told as part of the heritage interpretation within the Locomotive Workshop.

Secondly, it provided an important opportunity for all participants to contribute their own ideas of key stories and interpretive elements to be included in the design, as well as to refine the proposed story ideas and provide overarching feedback. This engagement process formed part of ongoing engagement

with stakeholders and the community to gather stories and event ideas for the site, along with other heritage interpretation elements.⁵

Whilst the details of the consultation undertaken are not included here (but rather in the report), the summary of stories and conclusions are included.

3.2 Communication and engagement activities included:

- Two meetings with key government agencies;
- Two workshops with Heritage Stakeholders;
- A meeting with Jenny Leong MP
- Three meetings and one presentation to key Aboriginal groups;
- Three workshops with the wider community;
- Postcard letterbox drop to 12,000 surrounding residents;
- Two newspaper advertisements;
- Newsletter article advertising workshops in the South Eveleigh community newsletter;
- Eventbrite invitations;
- Emails to Community Liaison Group members and Advisory Panel members inviting them to workshops and asking them to share workshop details with their networks;
- Email to newsletter distribution list (1500+) with workshop details;
- Management of a project email address and 1800 number;
- Updates on the South Eveleigh website with link to workshops; and
- Social media updates on the South Eveleigh Facebook page and Instagram account.

3.2.1 Heritage Sub-Panel

Two meetings were held with representatives from the NSW Heritage Council, the Heritage Division of the Office of Environment and Heritage NSW, Heritage specialists from the City of Sydney, and the project team. This sub-panel has been meeting since May 2017 to present and gather feedback on the Locomotive Workshop SSDA, with members including the Director of Heritage Operations, the Senior Team Leader Heritage Assets and State Heritage Assessment Officer at the Heritage Council of NSW, the Senior Planner, Heritage Advisor and Heritage Specialist at the City of Sydney.⁶

3.2.2 Heritage Stakeholders Workshop

A total of nine heritage stakeholders were invited to attend an initial interactive workshop at Mirvac's site office. Eight heritage stakeholders attended the workshop, comprising of representatives from the Rail Train

⁵ Ethos Urban, April 2019. Consultation Outcomes Report. Stage 2 Heritage Interpretation Plan. Prepared for Mirvac. 2019:1

⁶ Ibid 2019:5

and Bus Union; former workers; volunteers; Australian Railway Historical Society NSW Division; REDWatch; and Transport Heritage NSW. The workshop was held on Thursday, 21 March 2019 from 12:30pm-3:30pm.

The workshop included an update on the next steps for redevelopment of the Locomotive Workshop, an overview of the heritage interpretation strategies for South Eveleigh, as well as a detailed overview of the key design elements that will form part of the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop. There was a chance for attendees to ask questions throughout. After the information updates, the agenda then focused on group and individual work to collect feedback on story ideas and other suggestions for heritage interpretation to inform the development of the Plan. The agenda including key questions for discussion were distributed in advance.⁷

3.3 Indigenous Stakeholder Engagement

Three meetings were coordinated by Yerrabingin and Curio Projects with local Indigenous groups to provide an update on the heritage interpretation strategies for the site, gather story and event ideas, and to identify opportunities for ongoing engagement. Meetings were held with Tribal Warrior Aboriginal Corporation, Wyanga Aboriginal Aged Care Program, and the Metropolitan Local Aboriginal Land Council (MLALC), with each meeting identifying further opportunities for ongoing engagement.

A meeting with Tribal Warrior Aboriginal Corporation was held between 12:00pm-1:30pm on Monday 18 March at the Tribal Warrior headquarters in Redfern. A total of seven representatives attended the meeting, including Shane Philipps (Chairman & CEO), and members of the mentoring team.

A meeting with the Wyanga Aboriginal Aged Care Program was held between 3:00pm – 4:00pm on Monday 18 March at the Wyanga headquarters in Redfern. A total of two representatives attended the meeting, including the Wyanga Chairperson and Chief Executive Officer.

A meeting with the MLALC was held between 10:30am-12:00pm on Tuesday 19 March at the MLALC office in Redfern. The Chief Executive Officer was in attendance and committed to updating MLALC board members the following week. The project team provided an information pack to be shared at the Board meeting on 28 March for further feedback.⁸

3.4 Community Workshops

Three community workshops were held for interested stakeholders and the wider community to provide them with update on the next steps for redevelopment of the Locomotive Workshop, an overview of the heritage interpretation strategies for South Eveleigh, as well as a detailed overview of the key design elements that will form part of the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop. This was followed by two

⁷ Ibid 2019:5

⁸ Ibid 2019:6

hours of workshop and individual activities to capture story ideas and suggestions relating to events, cultural heritage tourism, educational and other opportunities as part of the heritage interpretation to inform the Plan. The agenda, including key questions for discussion as part of the group and individual work, were sent to attendees in advance. The key questions that were asked included:

Story ideas

What are the key stories you want told in the Locomotive Workshop?

How do you think we should be telling the stories of the machinery and moveable heritage collection?

Resources – any others to add to the list circulated?

Events, Education, Digital Trails and Cultural Heritage Tourism

What are your ideas for public exhibitions and key events in the Locomotive Workshop?

What are your ideas for educational, digital trails and other tours in the Locomotive Workshop?

3.5 Summary of Feedback

The following dotpoints outline the high level summary of key feedback received during the consultation process, with the detailed feedback identified in the Consultation Outcomes Report, prepared by Ethos. Further incorporation of the key stories, events and ideas is included in this report.

3.5.1 Key Story Ideas

Workers – skills, working conditions, social life, families, cultural diversity, comradery, foreign orders.

Activism – unionism, communism, Indigenous rights, women’s rights, strikes and campaigns.

Manufacturing and Innovation – the production line, power sources, materials used, operation of machinery, products made, innovation on site.

History of the site – Indigenous origins, European settlement, evolution of the Bays.

Railway connections – rural mail routes, incoming rural workers, links to other industrial sites, the Stolen Generation.

The Indigenous story – pre-European landscape, Indigenous workers and rights, Indigenous culture.

3.5.2 Key Event Ideas

Link in with wider local, national and international festivals - Vivid Sydney, Open Sydney, Festival of Dangerous Ideas, Sydney Talks, the 1917 Great Strike, International Women’s Day, May Day.

Follow in a worker’s footsteps – experience a day in the life of a worker.

Interactive workshops - Make your own Locomotive model.

Celebrate metallurgy - Blacksmithing festivals and workshops, international heritage art fairs.

Learn about the Indigenous origins - Indigenous culture and food tours, a digital trail of the Eora journey.

Explore the paranormal – Ghost tours, night tours.

Celebrate family life - kids at work days, Family Picnic Days.

Engage on music, arts and theatre - Small, bespoke music and theatre events such as enactments, yesteryear musical performances.

3.6 Overview of Post Lodgement Consultation

The following overview of Post Lodgement Consultation is contained in full in the Ethos Urban Stage 2 HIP Consultation Report, and is summarised below:

The DPE requested Mirvac undertake further consultation with key stakeholders through the form of either a workshop or meeting to provide them with an opportunity to view and comment on the content of the Stage 2 HIP prior to it being resubmitted.

3.6.1 Heritage Stakeholders Follow-up Meeting

On Thursday 13 June 2019, Mirvac hosted a meeting with key Heritage Stakeholders to provide an overview of the submitted Stage 2 HIP with a focus on proposed Workers Interpretation, to collect individual feedback on ideas for a Workers Wall, and to further discuss and answer questions on any topics relating to the Stage 2 HIP. The representative from the Rail, Tram and Bus Union - Retired Members Association submitted a request ahead of the meeting to add the Archive and Research Centre and Portraits to the agenda. A copy of the email invitations, agenda (including revisions from members), meeting summary, meeting transcript, presentation, and all written feedback can be found in Appendix F. A total of 14 heritage stakeholders attended the meeting, representing the following organisations:

- Rail, Tram and Bus Union – Retired Members Association;
- Former Workers and Volunteers;
- Rail Heritage Advisor;
- Australia Railway Historical Society NSW Division;
- REDWatch;
- Academic from Macquarie University;
- Historian at City of Sydney;
- Unions NSW;
- Engineering Sydney Heritage; and
- Office of Heritage and Environment.

To ensure that the follow-up meeting was as productive as possible, participants were circulated key documents one week before the meeting, including:

Draft Stage 2 Heritage Interpretation Plan;

Stage 2 Heritage Interpretation Plan Design Presentation prepared by Buchan, Sissons and Curio (submitted alongside the Stage 2 HIP); and

Approved Addendum to the overarching Interpretation Strategy for South Eveleigh (for background information).

Participants were invited to share their feedback at the meeting as well as to send additional written feedback to the team by Monday 24 June. A detailed record of their feedback is provided in Section 9.1.1. of the consultation report

Participants were advised that their feedback would inform a review of the Stage 2 HIP, and that once reviewed and updated, the Stage 2 HIP would be shared with them before it was resubmitted to the Department of Planning, Industry and Environment.

3.6.2 Additional Consultation

Community Liaison Group (CLG)

An update on the redevelopment of the Locomotive Workshop was given at CLG Meeting 24. The meeting was held on Monday 27 May, and members were provided with an update on progress of the development of the Locomotive Workshop. Heritage specialist Natalie Vinton was available to answer any questions relating to the Stage 2 HIP. A total of 6 members attended the meeting, including representatives from:

- DST Group, Sydney;
- Carriageworks;
- REDWatch; and
- Transport for NSW.

A member of the CLG group raised one issue relating to the State 2 HIP, which was about the opportunity for members to review that Stage 2 HIP before it was submitted to DPIE.

South Eveleigh Advisory Panel

An update on the Stage 2 HIP was given at the eight meeting of the South Eveleigh Advisory Panel. The meeting was held on Tuesday 18 June and members were provided with an overview of the Stage 2 HIP with a focus on the various ways the history of the Locomotive Workshop was being interpreted physically along with the key themes and stories, especially workers interpretation. A total of 14 members attended the meeting, including representatives from:

- REDWatch;
- Commonwealth Bank;
- South Sydney Business Chamber and 107 Projects;
- Cicada Innovations;
- National Centre for Indigenous Excellence;
- Transport for NSW;
- University of Sydney;
- Urban Growth Development Corporation;
- Counterpoint Community Services INC; and
- Redfern Community Centre.

Members of the Advisory Panel raised few issues following the update on the Stage 2 HIP and many were impressed by the plans presented. Cicada Innovations noted they were open to collaborate with Mirvac and Curio on potential interpretation opportunities on the Cicada building. One comment was raised by REDWatch that the project must seek to achieve site-wide activation in places such as North Eveleigh.

Jenny Leong MP for Newtown

A meeting with Jenny Leong Member of Parliament for Newtown and Cathy Peters (NSW Greens policy co-ordinator) was held on Monday 24 June 2019 to provide them with an overview of the Stage 2 HIP. Jenny Leong raised the following concerns on behalf of her party members and the wider community:

- Questions over who will collect and control the information as part of the Stage 2 HIP.
- Concern over the privatisation of the history.
- Ensuring authenticity and first-person experience as much as possible with any interpretation.
- Respecting and listening to heritage experts and those who have a long history and connection to the site.
- Concern about the commercialisation of public space.
- Ensuring feedback on the workers wall is appropriately considered.
- Concern regarding the level of meaningful consultation on the Stage 2 HIP.
- A copy of the Meeting Summary can be found in Appendix F.

Following the meeting, Cathy Peters provided further feedback via an email sent to Mirvac, noting the community's strong desire for a Worker's Wall which would capture the names of the workers, and clarifying that the accuracy of the record of former workers was a community concern.

City of Sydney

A meeting with representatives from the City of Sydney was held on Thursday, 2 May 2019 to discuss the overall Stage 2 HIP, particularly the plans around workers interpretation. Representatives included Monica Barone (CEO), Graham Jahn (Director of City Planning, Development & Transport), Tony Smith (Urban Design and Heritage Manager) and Priyanka Misra (Heritage Specialist, Planning Assessments). The purpose of the meeting was to provide an overview of the Stage 2 HIP, with a particular focus on workers interpretation and plans for a Workers Wall. The meeting took place following a Resolution of Council Motion on 8 April 'Preserving the History of our City's Labour Movement at the Eveleigh Locomotive Workshop'.

Key issues raised included:

- Broad support for heritage interpretation plans outlined in the Stage 2 HIP.
- Recognition of ongoing consultation program undertaken by Mirvac.
- Recognition of the emotional impact of listing the names of former workers.
- Support for a digital or physical list of the names of former workers.
- Importance of bringing heritage stakeholders on the journey.

3.7 Summary of Feedback on a Workers Wall

Specific feedback on the Workers Wall indicated that the Workers Wall should be designed with consideration for the following:

- A digital component to the Workers Wall would create opportunities to provide more detail about former workers. This database could be added to over time.
- A permanent, physical wall is important.
- Listing the names will strengthen the connection of the relatives of former workers with the site.
- A tangible record of former workers would have a greater emotional impact.
- A digital list of names and information about former workers is a possibility.
- A Workers Wall should be located in a prominent place, such as the entrance from Redfern Station, Innovation Plaza, or Locomotive Street.

3.8 Summary of Feedback on the Stage 2 HIP

Other feedback relating to the Stage 2 HIP more broadly is summarised as follows:

- Ensure that heritage interpretation captures human stories and is based on historical records.
- Workers interpretation should be layered throughout the building.
- Ensure that the moveable heritage collection is publicly exhibited as much as possible.
- Transparency is important.
- Consider using existing material, such as educational products that have already been developed.

- Ensure that heritage interpretation properly acknowledges the sources they are based on.
- Create space for people to donate their memorabilia.
- Coordinate digital databases with other relevant agencies and organisations.
- Support for an Archive/Research centre of digital repository on site.
- Ensure that consultation is meaningful and authentic.

3.9 Ongoing Consultation

Consultation over the next 12–18 months will be focused on gathering and refining stories for the individual heritage projects being development as part of the approval Stage 2 HIP (once approved). Whereas the last phase of consultation focused on the key physical locations and themes to be used for heritage interpretation, this next phase will involve the detailed investigation of the rich and diverse stories that will be layered throughout the site. We know that these stories will humanise the significant heritage building fabric, machinery and tools to connect and engage with visitors to the site.

Consultation over the next 12–18 months will include:

Individual consultation with key knowledge holders: To ensure that we capture the rich and diverse stories associated with this site, consultation will focus on key knowledge-holders who have an in-depth understanding of the site. We will interview these key knowledge-holders individually to gather their stories and expert advice. Interviews will be recorded to ensure that information is captured as accurately as possible. Stakeholders will include:

- Former workers and relatives of former workers (names of relevant interviewees have been collated during consultation sessions and as part of the research process)
- ATP Volunteers, who have formerly led tours on site, including former tour guides
- Academics and historians, such as Dr Lisa Murray and Prof. Lucy Taska
- Union representatives and former Union representatives, who have an affiliation with the site.
- Aboriginal Stakeholders within the local community
- Relevant Railway Associations, Engineering Associations and other related associations with an affiliation with the site.
- Relevant consultation findings will inform the final product installations (physical, digital and tour products being implemented).

Regular meetings with government agencies – the Heritage Agency Sub-Panel: We will continue to meet regularly with heritage representatives from the Heritage Division of OEH and the City of Sydney to consult on key design elements as required by the conditions of approval. The timing of these meetings are determined by the project milestones. This will include updates on the progress of the Stage 2 HIP and

the Workers Wall. Meeting summaries are distributed to members. Relevant consultation findings will inform the final product installations (physical, digital and tour products being implemented).

Dedicated heritage updates for heritage stakeholders and community members: Our Community Liaison Group (CLG) group will be an important forum for consultation with heritage stakeholders and interested community members. At these meetings, our heritage specialist Natalie Vinton will provide a dedicated heritage update. This group meets every 6-8 weeks and comprises representatives from organisations such as the Rail, Tram and Bus Union – Retired Members Association and REDWatch along with local residents and businesses. We will continue to keep membership of this group open for new members to join to ensure that interested stakeholders have access to regular updates and discussion on our heritage interpretation plans. Our CLG meeting summaries are also published on our website for the wider public to review and we ask members to circulate these to their networks. . Relevant consultation findings will inform the final product installations (physical, digital and tour products being implemented).

Consultation with local organisations and government agencies: We will provide updates on our heritage interpretation plans at the South Eveleigh Advisory Panel. This group meets quarterly and includes representation from government agencies and local organisations such as Urban Growth Development Corporation, Eora TAFE, REDWatch, Transport for NSW, Commonwealth Bank, Carriageworks, National Centre of Indigenous Excellence (NCIE), Counterpoint Community Services, Cicada Innovations and Tribal Warrior. These meetings are an important forum for cross-organisational collaboration and expert advice. The meeting summaries are distributed to members and circulated to their networks. Relevant consultation findings will inform the final product installations (physical, digital and tour products being implemented).

Heritage updates to the wider community: To ensure that the wider community has regular access to updates on our heritage interpretation plans, we will also include a dedicated section in the South Eveleigh community newsletter for a heritage update. The newsletter is distributed to our networks including approximately 1,500 contacts and is published on the South Eveleigh website. We will also provide updates via our popular social media channels to ensure that we reach a wide audience.

The exact consultation to be undertaken with key individual stakeholders will be specific to the modules proposed to be delivered as part of the heritage interpretation on site (ie. each heritage item being implemented has a module number and brief associated with it). Timing is dictated by the timing associated with the prioritisation of the construction program timeframes and when design details will be required.

An example of how consultation for each module will occur is outlined as follows:

Blacksmith's Ribbon Wall (Bays 1+2 South) – July 2019

- Original concept approved in the Stage 2 Heritage Interpretation Plan + Design Package (DoP)

- Formal design brief prepared by Curio Projects, in consultation with Mirvac, Bucchans for story telling/interpretation product proposed.
- Consultation required - Richard Butcher, former worker + Matt Mewburn, the encumbered blacksmith to establish the key content for telling the story of blacksmithing from raw material through to current blacksmithing activities.
- Outreach to the Blacksmith and Knife Makers Associations, NSW Historical Railway Association to confirm accuracy of interpretative wording and display proposed.
- Choice of final display items for the wall (including moveable heritage items, blacksmith items and raw materials)
- Brief to Bucchans and ICS for finalisation of the wall design.
- Wall design finalised for tender release (to obtain costings for production)
- Final wording for stories drafted and resubmitted to Richard Butcher, the encumbered blacksmith and associations for accuracy checking prior to the Stage 3 Physical Installation process commencing.

3.10 Conclusion and Next Steps

Pre-submission consultation undertaken to inform the Stage 2 HIP was an important opportunity to share the key concepts and interpretive elements proposed as part of the Stage 2 HIP, and to capture story and other interpretative ideas from the community and stakeholders, including key government agencies, former workers, blacksmiths, Indigenous representatives, volunteers, unions, academics, the local community and relevant railway associations.

Dedicated meetings with key stakeholders including representatives from the NSW Heritage Council, Heritage Division of the Office of Environment and Heritage NSW, Heritage specialists from the City of Sydney, and Indigenous organisations including Tribal Warrior Aboriginal Corporation, Wyanga Aboriginal Aged Care and MLALC were an important mechanism to gather expert feedback to inform the development of the Stage 2 HIP. Additionally, the community workshops were an opportunity to capture a broad range of story and heritage interpretation ideas from other interested stakeholders and community members.

Post-submission consultation was an important opportunity to gather further input into plans for Workers Interpretation and a Workers Wall, along with detailed feedback on the Stage 2 HIP. Targeted consultation with key heritage stakeholders enabled the project team to provide specific details about plans for Workers Interpretation and hear their ideas for a physical and permanent Workers Wall. The additional expert opinions and input has informed the update to the Stage 2 HIP, especially the Workers Wall.

The feedback captured during both the pre- and post-submission phases informed the preparation and subsequent update to the Stage 2 HIP. Upcoming consultation over the next 12 – 18 months will provide further opportunities to consult with key knowledge-holders, heritage stakeholders, Aboriginal stakeholders,

heritage agency representatives and community representatives to inform the refinement of heritage interpretation plans.

This phase of consultation not only gathered local and expert heritage knowledge to inform the Plan but was also an important way to build trust and open dialogue with key heritage stakeholders and community members. This is vital to contribute to the integrity and authenticity of the interpretation experience at South Eveleigh and ensure that the interpretive elements create connections between the site and a wide range of stakeholders and community members.

4.0 Statutory Context

4.1 Planning Framework

State Environmental Planning Policy (SEPP) Major Development 2005 is the principal environmental planning instrument applying to the ATP. Schedule 3, Part 5 of the Major Development SEPP sets out the zoning, land use and development controls that apply to development on the site.

As the ATP development has a capital investment value of more than \$10 million it is identified as State Significant Development under the State Environmental Planning Policy (State and Regional Development) 2011. As the SSDAs for the Locomotive Workshops received more than 25 submissions, the SSDAs were referred to the Independent Planning Commission for determination.

Whilst both State Significant Development Applications (SSDAs) for the Locomotive Workshop were submitted separately (SSD 8515 for Bays 1-4a and SSD 8449 Bays 5-15), the SSDAs were considered together so that the cumulative impact of the proposed works across the Locomotive Workshop could be considered in its entirety. Approvals were issued by the NSW Independent Planning Commission for both SSDs (8517 and 8449) on the 20 February 2019.

4.2 Statutory Heritage Listings

The Eveleigh Railway Workshops (SHI 01140) and Eveleigh Railway Workshops Machinery (SHI 01141) are listed on the following statutory heritage registers under the Heritage Act 1977 (NSW) (the Heritage Act):

- *NSW State Heritage Register; and*
- *Australian Technology Park S170 Heritage and Conservation Register (ATP S170 Register).*

The following items are also listed, individually, on the ATP S170 Register:

- *Eveleigh Locomotive Workshops Precinct (4745500)*
- *Eveleigh Locomotive Workshops Machinery Collection (4745505)*
- *Engine Shop (former) (4745503)*
- *Locomotive Workshops Building (4745501)*
- *Works Managers' Office (former) (4745502)*
- *Water Tower (4745504)*

4.3 Conditions of Consent for SSD 8517 (Locomotive Workshops Bays 1-4a)

Schedule 1 of the Development consent describes the development for SSD 8517 as:

Adaptive reuse of the Locomotive Workshops (Bays 1-4a) including:

- a maximum of 11,662m² GFA for uses including retail premises, function centre, educational establishment, information and education facility, artisan food and drink industry, general industrial (retention of the Blacksmith) and recreation facility (indoor)
- a loading dock and travelator
- associated heritage conservation works
- public domain works, external illumination and signage⁹

Schedule 2 of the development consent (SSD 8517 for Bays 1-4a) presents all conditions for the development.

Part B of Schedule 2, Prior to Construction Certificate Conditions of Consent included specific heritage interpretation conditions B33, B34 and B47.

Condition B33 states that:

Prior to the issue of the first Construction Certificate for the Locomotive Workshop, the endorsed Stage 1 Heritage Interpretation Plan (under SSD 7317) is to be reviewed and updated, in consultation with the Heritage Council, to the satisfaction of the Planning Secretary.

The updated plan must be planned in accordance with the Applicant's Heritage Impact Statement, the ATP Conservation Management Plan (CMP), relevant NSW Heritage Division guidelines and address material and intangible cultural heritage.

It must require the Stage 2 Heritage Interpretation Plan be consistent with the Stage 1 Heritage Interpretation Plan, outline the next steps for the Stage 2 Heritage Interpretation Plan, identify concepts that have been further developed for the Locomotive Workshop, including interpretative elements for the loading dock and travelator and detail consultation undertaken with the Heritage Council and Council. It shall also provide for the subsequent stages of the Heritage Interpretation Plans to be prepared in consultation with the Heritage Council, Council and other stakeholders, including former workers, Aboriginal Stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised in consultation.

The *Addendum to the Interpretation Plan for Australian Technology Park*, prepared by Curio Projects in consultation with the Heritage Council and the City of Sydney was submitted to the Planning Secretary for approval in April 2019, in order to fulfil the obligations of Condition 33.

Condition B34 relates to the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops. It states that:

⁹ NSW Independent Planning Commission, SSD 8517, Development Consent, 22.02.19

Prior to the issue of the first Construction Certificate for the Locomotive Workshop, the Applicant shall submit the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop for approval by the Planning Secretary. This plan shall be prepared in accordance with the Stage 1 Heritage Interpretation Plan, the Applicant's Heritage Impact Statement, the ATP Conservation Plan and relevant NSW Heritage Division Guidelines. Stage 2 shall be prepared in consultation with the Heritage Council and Council, and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised.

This current document has been prepared in order to satisfy Condition 34 of the consent.

Condition B47, relates to the management of Moveable Heritage, as part of the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops. It states that:

The conservation and management of moveable heritage items is to be informed by an experienced moveable heritage consultant with a working knowledge of the site. The placement, storage and interpretation of all items housed within the Locomotive Workshops is required to be finalised as part of the Stage 2 Heritage Interpretation Plan and must occur in accordance with the Heritage Impact Statement, the requirements of the Conservation Management Plan (CMP), Heritage Asset Management Strategy (HAMS) and the Moveable Collections Management Plan (MCMP).

Julian Bickersteth from International Conservation Services (curatorial expertise, moveable collections management and metals conservation expert), who has been appointed to the heritage consulting team since 2018 has worked closely with the moveable heritage collection at ATP for many years and will continue to provide moveable heritage collections advice throughout the interpretation planning and installation works at the Locomotive Workshops.

In addition to this, detailed, ongoing consultation with former workers, volunteers and ATP specific moveable heritage experts, including John Gibson (hydrology expert, who was responsible for the restoration works to the Pumphouse and ATP Volunteer); Max Underhill (NSW Institute of Engineers); Richard Butcher (Former Worker and published author on workshops); the NSW Railway Historical Society; and the encumbered blacksmith (Matthew Mewburn, existing tenant) help to round out the management of the site's movable heritage collection, and will ensure that all moveable heritage is not only informed and managed by moveable heritage experts, but also takes into account the potential for differing expert opinions on how work stations and moveable heritage items were utilised throughout the workshop's history.

The ongoing management of the whole of site heritage interpretation, by Curio Projects (site wide heritage managers, historians and archaeologists for the project) will ensure that the alternative moveable heritage

expertise sought is brought together as one cohesive element, with the multiple experts deferred to, as required, depending on which specific area of moveable heritage expertise is required.

The inclusion of the experts listed, along with the moveable heritage documentation provided in this Stage 2 Interpretation Plan will ensure that condition B47 has been fulfilled.

Part E – Prior to Occupation or Commencement of Use. Conditions E4 – E5 relate to the implementation of heritage interpretation within 12 months of the Occupation Certificate and will be satisfied as part of the Stage 3 Heritage Interpretation Implementation Works.

Condition E4 states:

Within 12 months of the issue of the first Occupation Certificate for the Locomotive Workshop, the Application shall implement the proposals and recommendations of the approved Stage 2 Heritage Interpretation Plan for the Locomotive Workshop, including the physical elements and digital elements associated with the travelator.

Condition E5 states that:

Future development applications must ensure that fit out works are consistent with the approved Stage 2 Heritage Interpretation Plan.

Condition E6 relates to ongoing curation, interpretation and conservation. It states that:

Within 12 months of the issue of the occupation certification, the applicant must prepare a strategy in consultation with the Heritage Council and Council in regard to on-going management of the cultural heritage tourism initiatives including curatorial programs, interpretation updates, and repairs and maintenance to moveable heritage assets. The strategy must include detail of ongoing funding.

Conditions E4, E5 and E6 will be fulfilled upon the physical and digital implementation of the heritage interpretation initiatives at the ATP site (Stage 3 of the heritage interpretation process), as described and developed through this report.

4.4 Conditions of Consent for SSD 8449 (Locomotive Workshops Bays 5-15)

Schedule 1 of the Development consent describes the development for SSD 8449 (Bays 5-15) as:

Adaptive Reuse of the Locomotive Workshop (Bays 5-15), including:

- *a maximum of 27,458m² GFA for commercial premises*
- *including 156m² for retail uses*
- *associated heritage conservation works*

- *external illumination and signage*¹⁰

Schedule 2 of the development consent (SSD 8449 for Bays 5-15) presents all conditions for the development.

Part B, Prior to Construction Certificate Conditions of Consent included heritage interpretation conditions B28, B38 and, B39.

Condition B33 states that:

Prior to the issue of the first Construction Certificate for the Locomotive Workshop, the endorsed Stage 1 Heritage Interpretation Plan (under SSD 7317) is to be reviewed and updated, in consultation with the Heritage Council, to the satisfaction of the Planning Secretary.

The updated plan must be planned in accordance with the Applicant's Heritage Impact Statement, the ATP Conservation Management Plan (CMP), relevant NSW Heritage Division guidelines and address material and intangible cultural heritage.

It must require the Stage 2 Heritage Interpretation Plan be consistent with the Stage 1 Heritage Interpretation Plan, outline the next steps for the Stage 2 Heritage Interpretation Plan, identify concepts that have been further developed for the Locomotive Workshop, including interpretative elements for the loading dock and travelator and detail consultation undertaken with the Heritage Council and Council. It shall also provide for the subsequent stages of the Heritage Interpretation Plans to be prepared in consultation with the Heritage Council, Council and other stakeholders, including former workers, Aboriginal Stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised in consultation.

The Addendum to the Interpretation Plan for Australian Technology Park, prepared by Curio Projects in consultation with the Heritage Council and the City of Sydney was submitted to the Planning Secretary for approval in April 2019, in order to fulfil the obligations of Condition 28.

Condition B38 relates to the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops. It states that:

Prior to the issue of the first Construction Certificate for the Locomotive Workshop, the Applicant shall submit the Stage 2 Heritage Interpretation Plan for the Locomotive Workshop for approval by the Planning Secretary. This plan shall be prepared in accordance with the Stage 1 Heritage Interpretation Plan, the Applicant's Heritage Impact Statement, the ATP Conservation Plan and relevant NSW Heritage Division Guidelines. Stage 2 shall be prepared in consultation with the Heritage Council and Council,

¹⁰ NSW Independent Planning Commission, SSD 8449 (Bays 5-15) Development Approval. 22.02.19

and other stakeholders, including former workers, Aboriginal stakeholders, volunteers, the local community and relevant railway associations, and document the findings and recommendations raised.

This current document has been prepared in order to fulfil the obligations of Condition 38 of the consent.

Condition B39, relates to the management of Moveable Heritage, as part of the Stage 2 Heritage Interpretation Plan for the Locomotive Workshops. It states that:

The conservation and management of moveable heritage items is to be informed by an experienced moveable heritage consultant with a working knowledge of the site. The placement, storage and interpretation of all items housed within the Locomotive Workshops is required to be finalised as part of the Stage 2 Heritage Interpretation Plan and must occur in accordance with the Heritage Impact Statement, the requirements of the Conservation Management Plan (CMP), Heritage Asset Management Strategy (HAMS) and the Moveable Collections Management Plan (MCMP).

This Stage 2 Interpretation Plan fulfils Condition B39.

Part E – Prior to Occupation or Commencement of Use. Conditions E4 – E5 of SSD 8449 (Bays 5-15) relate to the implementation of heritage interpretation within 12 months of the Occupation Certificate and will be satisfied as part of the Stage 3 Heritage Interpretation Implementation Works.

Condition E4 states:

Within 12 months of the issue of the first Occupation Certificate for the Locomotive Workshop, the Application shall implement the proposals and recommendations of the approved Stage 2 Heritage Interpretation Plan for the Locomotive Workshop, including the physical elements and digital elements associated with the travelator (under SSD 8517).

Condition E5 states that:

Future development applications must ensure that fit out works are consistent with the approved Stage 2 Heritage Interpretation Plan.

Condition E6 relates to ongoing curation, interpretation and conservation. It states that:

Within 12 months of the issue of the occupation certification, the applicant must prepare a strategy in consultation with the Heritage Council and Council in regard to on-going management of the cultural heritage tourism initiatives including curatorial programs, interpretation updates, and repairs and maintenance to moveable heritage assets. The strategy must include detail of ongoing funding.

Conditions E4, E5 and E6 will be fulfilled upon the physical and digital implementation of the heritage interpretation initiatives at the ATP site (Stage 3 of the heritage interpretation process), as described and developed through this report.

4.5 Interpretation within the NSW Heritage Conservation Framework

The conservation of cultural heritage values in NSW is a process which includes a combination of many key initiatives, ranging from the conservation of actual buildings, cultural landscapes, archaeological sites and moveable heritage objects through to the interpretation of tangible and intangible heritage values, and a combination of both physical conservation and interpretation.

Conservation of fabric alone, whether it be a building, an artefact or a more complex cultural landscape, when not supported by active interpretation, often fails to connect with site users, and other community members.

In circumstances where the retention of significant heritage fabric is not possible, then interpretation becomes the primary tool for ensuring that significant places and stories are remembered, understood and appreciated by the people who use and visit these places from day to day.

Connecting people to their heritage has become a priority for the NSW Government since the late 1990s and as a result, interpretation continues to play a key role in the active management of cultural heritage places in NSW.

4.5.1 NSW Heritage Division Interpretation Policy

The NSW Heritage Council Interpretation Policy Statement (2005) notes that:

The interpretation of New South Wales' heritage connects the communities of New South Wales with their heritage and is a means of protecting and sustaining heritage values. Heritage interpretation is an integral part of the conservation and management of heritage items and is relevant to other aspects of environmental and cultural management and policy. Heritage interpretation incorporates and provides broad access to historical research and analysis.

Heritage interpretation provides opportunities to stimulate ideas and debate about Australian life and values, and the meaning of our history, culture and the environment. The Heritage Office, Department of Planning, is committed to encouraging imaginative, inclusive and accurate interpretation of the heritage of New South Wales and to establishing and sustaining best practices in content, methodology, implementation and evaluation of heritage interpretation.

The Heritage Office aims to:

- Promote the interpretation of the heritage in New South Wales;
- Acknowledge the associations and meanings of heritage to the community;

- Integrate heritage interpretation in environmental and cultural planning in state and local government organisations
- Encourage high standards and skills in heritage interpretation.

4.5.2 Burra Charter Principles for Interpretation

In 1999 the Burra Charter was revised in order to emphasise the importance of interpretation to the process of conserving significant cultural heritage sites and places. 'Interpretation' as defined by the Burra Charter means 'all ways of presenting the cultural significance of the place'.

Article 24.1 of the Burra Charter states that:

'Significant associations between people and a place should be respected, retained and not obscured. Opportunities for interpretation, commemoration and celebration of these associations should be investigated and implemented.'

Article 25 also notes that:

'The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretations should enhance understanding and enjoyment and be culturally appropriate.'

It also contains Practice Notes to provide guidance on the interpretation of places of cultural significance.¹¹

4.6 Other Relevant Planning Guidelines

A number of documents regarding the ATP site, historical context, interpretation and collection management strategies have been developed in recent years. These key documents form part of the legally binding Heritage Covenant that is attached to the sale of the site. They are summarised below.

4.6.1. ATP Conservation Management Plan¹²

The Conservation Management Plan (CMP), prepared by GML in 2013 is the principal conservation management document for ATP and provides the guiding conservation policies for the site. The CMP was endorsed by the NSW Heritage Council in March 2014. The CMP includes Conservation Policies for the ATP site, as well as a substantial historical overview of the site, archaeological and significance assessments.

The Statement of Significance for the site in the CMP states that:

ATP provides important evidence of the founding and gradual expansion of the largest railway workshops in NSW over a period of 100 years. The Eveleigh Railway Workshops was a highly

¹¹ Burra Charter Interpretation Practice Notes http://australia.icomos.org/wp-content/uploads/Practice-Note_Interpretation.pdf

¹² GML Heritage 2013, ATP Conservation Management Plan, prepared for ATPSL

significant and ambitious public endeavour of a type that rarely occurs today. Eveleigh was a government-established and government-run industrial workshop designed to provide self-sufficiency for the Sydney and NSW railways, without reliance on private operators who did not possess the funds or workforce to cope with demand during the nineteenth century. It employed and developed the best technology available at the time and continued to innovate in response to changes in the NSW railways system and management policy throughout its years of operation.

The ATP site contains an amalgam of land gradually resumed for railway use during the nineteenth and twentieth centuries. The land was resumed for a number of expansions of the Locomotive Workshops, establishment of the Alexandria Good Yard and construction of the Eastern Suburbs Railway connection to the Illawarra line, and involved demolition of an area of housing north of Henderson Road. At its peak, the area was the most important rail precinct in NSW.

Three of four remaining buildings and a significant machinery collection from the State-significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial buildings provide powerful evidence of the importance of the Workshops as a major industrial undertaking in NSW during the late nineteenth century.

Individual items of the Locomotive Workshops Machinery Collection remain significant items of technical achievement. These range from the Davy Press, a unique machine in Australia and rare in a world context, to the Departmental Lathe, a precision machine built locally. While the Machinery Collection is not entirely intact, it retains a high level of significance and the collection within the blacksmiths workshop is relatively complete.

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process.

The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and

type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship to the Eveleigh Railway Workshops as a whole, including the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonaldtown Gas Works.¹³

Policy 10 of the CMP relates to Heritage Interpretation and has been generally reproduced below, as relevant to this Stage 2 Interpretation Plan. However, the CMP references the 3D Projects report, *Eveleigh Railway Workshops Interpretation Plan & Implementation Strategy*, prepared in 2012, as the Interpretation Plan to be adopted for the ATP site, which has since been superseded by the Curio Projects 2016, *Interpretation Strategy for Australian Technology Park*, prepared for Mirvac, November 2016.

Policy 10—Heritage Interpretation

'The important history of the ATP site as the location of the Locomotive Workshops and the Alexandria Goods Yard should be celebrated and interpreted. It is vital that the whole story of the place is told. This is a place where locomotives were made, where thousands of people (mainly men) worked in a dirty, noisy and dangerous environment, where great innovations took place and from where the NSW railway system was developed. The story of the Eveleigh Locomotive Workshops (and the Eveleigh Railway Workshops as a whole) is a great Australian story'

10.2 *Interpretation should be adopted as a method of communicating the historical significance of the entire ATP site, including areas where the historical use is no longer visible (e.g. former Alexandria Goods Yard land)*

10.2 *Interpretation of ATP should be coordinated with interpretation of the entire former Eveleigh Railways Workshops site. Consistency across the area will help communicate the historical links between the different places that comprised the railway workshops.*

10.3 *Interpretation should seek to re-engage ATP with the historical purpose of the workshops (to repair, assemble and manufacture locomotives) and the goods yard.*

10.4 *The full story of the place, its former workers and its component parts should be told and should engage with the remaining significant elements within ATP. The full story of the place includes any significance it may have to the local Aboriginal community and the history of the place prior to the establishment of the workshops.*

Action: *Interpretation should make use of the array of remaining elements of the workshops, including machinery, buildings and remnant rail tracks.*

Action: *Interpretation should communicate the social aspect of the site's history.*

¹³ GML 2014: 93

Action: Oral histories of former workers and managers should be recorded to inform interpretation of the history of the place, with a focus on understanding the use of items within the Machinery Collection, and the operations of the Eveleigh Locomotive Workshops in general.¹⁴

10.5 Interpretation should encourage better understanding of the use of the different types of machinery, including what they produced, and relationship between items in the collection.

Action: While broad scale reconstruction of power sources such as steam is not feasible, reconstruction examples of assemblages and systems of machinery should be considered where and when appropriate, including for interpretation. For example, an assemblage would include an overhead travelling crane, a group of related machines for demonstration purposes and the associated power steam, and a collection of hand tools and moulds used in operating the machinery, and an example of what particular machines produced.

10.6 The functional relationships between the Machinery Collection and the workshops buildings should be interpreted. This could be communicated through re-creation of an assemblage, as per Policy 10.5. The interpretation should also demonstrate what was actually manufactured in the workshops (wheel sets, springs etc) and by which machines.

10.7 The archaeological resource of the ATP site, which includes former residential areas, has the potential for interpretation. Display of archaeological finds should be part of the interpretation strategy for the place.

10.8 The local community and broader NSW railways community should be involved in future interpretation, e.g. through heritage walks, open days, a worker's wall, recording oral histories.

10.9 Innovation should be encouraged in developing interpretation methods. Interpretation should go beyond signage to re-capture the dynamic, noisy, busy industrial place that the workshops once were. The industrial history of the site would lend itself to the following interpretation methods: video installations; soundscapes; podcasts; re-creations of machinery assemblages and uses; and an actual locomotive

10.10 Eveleigh Locomotive Workshops imagery should be adopted as part of the ATP.

10.11 Names and titles historically associated with the Eveleigh Locomotive Workshops and the Alexandria Goods Yard should be considered in naming new buildings, roads and parks with ATP.

¹⁴ GML 2013: 130

4.6.2. Heritage Asset Management Strategy 2013–2018 (HAMS)

The HAMS was prepared in compliance with the requirements of the State Agency Heritage Guide, issued under Section 170A of the NSW Heritage Act 1977. The HAMS 'sets out a range of ongoing heritage management responsibilities as well as specific projects required to enhance the site's heritage values and ensure they are appropriately managed into the future.'¹⁵

Section 2.4 of the HAMS document relates to the preparation of an Interpretation Strategy for the ATP Site.

This section states that the Interpretation plan will:

- *Review existing interpretation*
- *Identify audience/visitors to the site*
- *Identify gaps in existing interpretation*
- *Explore interpretive opportunities on site*
- *Examine methods for renewing interpretation of Bays 1 and 2*
- *Set out recommendations for on- and off-site (e.g. web-based) interpretation*
- *Help to maintain and enhance the connection between separate site elements'*

The HAMS was used as a reference during the preparation of the *Interpretation Strategy for Australian Technology Park*, the details of which will be elaborated and expanded up through this current Stage 2 Interpretation document.

4.6.3. Draft Moveable Collections Management Plan¹⁶

The draft Moveable Collections Management Plan (MCMP), prepared by Futurepast in April 2015 utilises the Section 170 Heritage and Conservation Register as the basis for the Draft Moveable Collections Management Plan. It provides an overarching framework for management of the State significant Eveleigh Locomotive Workshops Machinery Collection. This plan aims to conserve the site's Moveable Heritage Collection and ensure that statutory obligations are met, within the context of the site as a business park in an adaptively reused series of heritage buildings. The draft MCMP will be updated and submitted to the NSW Heritage Division for endorsement, once all site works are complete. In the meantime, the draft MCMP has been used to guide the management of the moveable heritage collection housed within the Locomotive Workshops.

In general, the plan recommends endorsement and future review of statutory plans and registers for the collection; heritage interpretation for the collection be undertaken; and identifies priorities for the future conservation and management of the collection (including plans for priority and routine maintenance) and curatorial tagging of all items.

¹⁵ HAMS 2013-2018

¹⁶ Futurepast Heritage Consulting 2015, *Final Draft Australian Technology Park Movable Collection Management Plan*, prepared for the Australian Technology Park Sydney Limited, dated April 2015.

Recommendations of the MCMP regarding heritage interpretation include:

- 1. Opportunities for community access to the collection are integral to its management*
- 2. The interpretation and functional organisation of the collection in the context of the site and whole Eveleigh Railway Workshops Precinct be encouraged.*

The MCMP recommends that 'key items in the Collection should be interpreted... through active interpretative devices, as well as reinstating associations with other items'¹⁰. It also suggests, where possible, that 'key and contributory items that relate to each other should be functionally reorganized so that the space can be better interpreted',¹⁷ and that a digital application for smart devices be developed.

The MCMP stresses the significance of the Collection to the local community, and the importance of continuing public access to the Collection in conjunction with additional interpretation of the history of the Collection within the historical and social context of the wider ERW site.

4.6.4. Draft Eveleigh Railway Workshops: Overview Report¹⁸

Urban Growth Development Corporation NSW (UGDC) commissioned OCP Architects to prepare a Draft Overview Report for the ERW in order to assist with the conservation of the sites, appropriately manage change across the ERW site as a whole, and to align a consistent approach throughout the site's totality (i.e. both within, and outside of, the ATP). The objective of the report is to:

'inform current and future landowners, managers and other site users not only of their responsibilities for areas under their control and management, but of their broader responsibilities to retain and conserve the heritage values of the Eveleigh Railways Workshops as a whole, consistent with the Heritage Management Principles and Overview Conservation Policies'.¹⁹

Section 9.5 of the Draft Overview Report presents relative policies regarding heritage interpretation, and states that:

HMP 5. *The history and significant values of the Eveleigh Railway Workshops site and its individual precincts should be interpreted, including within any future redevelopment and reuse of the site where existing elements are to be removed or modified. The place should be interpreted as a major railway workshop facility.²⁰*

The policies relating to Heritage Interpretation across the wider ERW site in the Draft Overview Report are as follows.

¹⁷ Futurepast 2015: 42

¹⁸ OCP Architects 2016, *Eveleigh Railway Workshops, Overview Report*, prepared for UrbanGrowth NSW, Revision D- 17 June 2016.

¹⁹ OCP Architects 2016

²⁰ OCP Architects 2016: 120

Policy 20.—Coordinated Approach to Interpretation

The individual precinct within the site should be interpreted as part of a major railway workshop facility and the approach should generally be consistent across the entire Eveleigh Railway Workshops site. Interpretation of the Eveleigh Railway Workshops site should interpret the historical use and layout of the site and also its links to the surrounding context.

Policy 21.—Associations

The coordinated approach to interpretation for the Eveleigh Railway Workshops site should convey a coherent story about how the place operated, in particular addressing the functional layout of the workshops, yards, sheds and general stores etc. that enabled the various divisions to communicate, in the manner of a production line, yet operate without interference. The general planning and layout of rails contributes to this interpretation.

Policy 22.—Review of Interpretation

The interpretative media and strategy that is implemented in the future should be reviewed at maximum five year intervals as part of the management and maintenance of the site and its individual precincts, including to check for condition/vandalism, upgrading of content and location etc. The need to establish a funding mechanism over time to provide for coordinated ongoing maintenance and upgrading of interpretive media should be considered by all site managers/owners in a collaborative manner.

In addition, the Draft Overview Report notes the importance of community participation through the preparation of heritage interpretation plans (Section 9.7). The Draft Overview Report is yet to be endorsed at the time of writing this document.

4.6.5. Heritage Impact Statements (SSD 8517 + SSD 8449)

Curio Projects prepared a Heritage Impact Statement (HIS) for the Locomotive Workshops Bays 1-4; and a Heritage Impact Statement for the Locomotive Workshops Bays 5-15, on behalf of Mirvac in November 2017, to support the SSDA applications submitted to the DPE (SSD 8517 for Bays 1-4a and SSD 8849 Bays 5-15). The reports assess all known and potential heritage impacts and archaeological impacts associated with the proposed redevelopment of the Locomotive Workshop against the policies and guidelines included in the endorsed CMP for the site, the HAMS, the draft MCMP and the draft Overview Report.

Locomotive Workshop Bays 1-4a

Of relevance to this Stage 2 Interpretation Plan, the HIS for the Locomotive Workshops, Bays 1-4a (SSD 8517) concluded that:

Very few permanent impacts to significant heritage fabric have been proposed.

Key changes to fabric include:

- *relocation of three insitu forges¹ from Bay 2 north to Bay 2 South;*
- *relocation of the Dual Grinder (Item no. 4745040) from Bay 2 north to Bay 2 South;*
- *relocation of non-provenanced moveable heritage items that are being stored in Bay 2 North (originally from the Spring Shop, not the Blacksmith) from within the proposed loading dock location to a new location within the site;*
- *relocation of tool racks and other moveable items from within the proposed loading dock location, to other locations within Bay 1 and Bay 2 north under the guidance of the current blacksmith and former blacksmith, Richard Butcher;*
- *repositioning of the overhead crane in Bay 1 North, further along the tracks to allow for the construction of the loading dock;*
- *relocation and reinterpretation of moveable heritage items in Bays 3-4a to different, publicly accessible locations within Bays 3-4a;*
- *repositioning of the overhead crane, along the same track, from Bay 4 North to Bay 4 South; and*
- *unbolting, removal and storage, of a small section of steel girders and trusses, between Bays 2 and 3, 4 and 4a, to allow site-through access at the mezzanine level, as well as one steel girder in Bays 1 and 2 to allow for mezzanine access.²¹*

The proposed travelator will create a new physical element within the central section of Bay 4 that will also be read as a new, modern visual element emerging from the centre of the Bay. Therefore, its potential impact is proposed to be offset through clever, immersive heritage interpretation within the tunnel of the travellator, and in the treatment of the travellator fabric as it emerges from within the Bay. The intention is to ensure that the fabric and presence of the travellator within Bay 4 is minimised as much as possible, so that it does not detract from the significant fabric of the building²².

In order to offset and help minimise the visual impacts associated with creation of the loading dock, the following heritage initiatives have been proposed:

- *a dedicated heritage exhibition space (not static), and archival repository, to be located within the mezzanine above the loading dock;*
- *use of the loading dock southern wall face as a 'moveable heritage interpretation display', similar to 'Ghosts', an interpretative artefact wall proposed for Bay 2 North, which was endorsed by the NSW Heritage Council in 2012³;*

²¹ Curio Projects, November 2017. Heritage Impact Statement for the Locomotive Workshops Bays 1-4a. Prepared for Mirvac. (2017:8)

²² Curio Projects, November 2017. Heritage Impact Statement for the Locomotive Workshops Bays 1-4a. Prepared for Mirvac. (2017:7)

- *improved interpretation of, and public access to the iconic Blacksmith Workshop moveable heritage collection throughout Bays 1-2;*
- *interpretative treatments that will interpret the original floor, including railway tracks and pits within the finished floor of Bays 1-4a, where relevant;*
- *reintroduction of a hard-packed dirt floor in the forging areas of Bay 2 South to assist with functionality of the blacksmith workshop (in consultation with the Blacksmith and to allow for maximum flexibility); and*
- *reintroduction of controlled lighting in Bays 1 and Bay 2 to assist the blacksmithing activities in Bays 1 and 2 South (in consultation with the Blacksmith).*

The proposed offsets have focused very strongly on the reversibility of the loading dock, minimisation of space, efficiency, permeability, design and heritage interpretation as the way to find an on-balance solution. As part of this process, it was determined, in consultation with Richard Butcher, former Blacksmith at Eveleigh, (and upon review of all S170 documentation) that the machinery collection in Bay 1 and Bay 2 North is less intact as an insitu collection than anywhere else within Bays 1-2. The area is, generally, used as a storage area for displaced moveable heritage collections, predominantly from the Spring Shop. The lack of engagement with the static collection by the public was also carefully considered.

In addition, it was determined that the proposed interpretative artefact wall for moveable heritage items on the southern wall of the dock, and the interactive heritage exhibition on the mezzanine level, was very similar in concept, to the large-scale two-story 'Ghosts' interpretation wall/display proposed by 3D Projects in 2012 (endorsed by the NSW Heritage Council and UrbanGrowth, at the time). The concept plan even located the 'Ghosts' display in the exact same location as the proposed loading dock, and came to the same conclusions regarding impacts on moveable heritage collections and spaces²³.

Numerous heritage sub-panel discussions, internal design meetings and consultation with key stakeholders has resulted in the development of a number of significant offsets that will reduce the impact of the loading dock and create an opportunity to showcase the history and importance of the blacksmiths, past and present, within the broader context of the iconic history of the site. The proposed heritage offsets, include the:

- *reversibility of the loading dock;*
- *careful design that incorporates a moveable heritage display wall, interpretation and*

²³ Curio Projects, November 2017. Heritage Impact Statement for the Locomotive Workshops Bays 1-4a. Prepared for Mirvac. (2017:10)

transparency within the loading dock, where possible;

- creation of a dedicated heritage exhibition space at the mezzanine level that will incorporate rotating displays; and*
- the renewal of the heritage interpretation throughout the Bays 1 and 2 ground floor plane;*

The proposed offsets will provide a very strong base/place within the Eveleigh Railway Workshops, to create an authentic, engaging cultural heritage tourism experience that can be sustained in the long- term, together with the rest of the proposed public activation of the site.

The loading dock is proposed to be fully reversible (easy to dismantle), and incorporates many key design elements that has been the catalyst for many positive heritage offsets, including the dedicated heritage exhibition space. The impacts of the loading dock have been minimised as much as possible, to create a compromise that allows Bays 1 and 2 to be retained for use as a blacksmith tenancy. The proposed works will provide a vastly improved interpretation of the significant insitu moveable heritage collection and provide a destination for cultural tourism visitors, whilst still allowing Mirvac to create loading for the proposed retail tenancies.

The key design principles guiding the redevelopment of Bays 5-15 will ensure that significant heritage fabric is conserved and retained, with little to no long-term physical impacts. Key characteristics of the place, including its weathered patina, industrial colour schemes, and materiality will be retained and highlighted through the implementation of:

- clever lighting schemes designed to emphasise heritage fabric and moveable heritage items;*
- onsite interpretation of fabric and stories; and*
- contemporary materials and finishes that compliment, rather than obscure or compete with the industrial character of the site.*

The redevelopment of Bays 5–15 has been designed to capture the highly significant heritage values of the Locomotive Workshop and wider ERW. As part of this approach, an extensive campaign of community consultation has been undertaken in order to help inform the final design intent. The results of the stakeholder consultation, together with the heritage requirements; design requirements (for the proposed new fitouts); and future tenant needs have guided the final redevelopment proposed for the site. Each of these key components has played a significant role in the proposal to return the Locomotive Workshop to a place for thousands of workers and visitors alike, where the site's cultural heritage significance can once again be understood, appreciated and celebrated.

Locomotive Workshop Bays 5-15

Of relevance to this Stage 2 Interpretation Plan, the HIS for Bays 5-15 (SSD 8449) report concluded that:

The development will result in no impacts to insitu moveable heritage items currently present within Bays 5–15. Improved interpretative initiatives and audience access is intended for such items, with a uniform interpretative design treatment to be applied to all insitu items and all other moveable heritage items that remain on display. This consistency in approach will allow for the items to be utilised within broader heritage open day trails, where possible (such as Sydney Open, Heritage Week), and will foster appreciation of, and value for items, regardless of whether they are located in private or public spaces within the building. Initial, recent discussions with Transport Heritage NSW may also result in highly positive opportunities for parts of the moveable heritage collection, currently housed in Bay 9, to be recommissioned as part of training a new generation of apprentices to repair and conserve the significant historic train collection housed at the Chullora Railway Workshops.

While the western and eastern portions of the Locomotive Workshop are being addressed through separate SSDAs due to functional purposes (future commercial vs retail functionality), this HIS acknowledges that the Locomotive Workshop is one holistic and cohesive heritage building with a unified exceptional heritage significance and history. Therefore, the redevelopment of Bays 5-15 cannot and will not be addressed as isolated individual components throughout the design process.

All proposed works in Bays 5-15 of the Locomotive Workshops will be consistent with the proposed architectural treatment of Bays 1–4a and the wider ATP public domain. The wider significance of the ERW site is embodied within the ATP site, and in particular, the fabric and collections housed within the Locomotive Workshop. The changes to the use and spaces within Bays 5-15 of the Locomotive Workshop, including interpretative initiatives, will protect significant fabric whilst returning the Locomotive Workshop back to a busy, industrious workplace that will be utilised and appreciated on a daily basis by thousands of workers and visitors alike.²⁴

In summary, the proposed redevelopment of Bays 5–15 of the Locomotive Workshop, whilst requiring a major change of use in key spaces within the Locomotive Workshops, will have an exciting and positive, long-term effect in protecting and celebrating the site's heritage fabric and stories. The redevelopment aims to preserve, accentuate and emphasize the exceptional cultural and aesthetic heritage values of the building and its spaces, within an operational framework that will secure the long-term economic viability and activation of the site. Mirvac has a vision to create a compelling 'destination', like no other

²⁴ Ibid. (2017:7)

*in Australia, where the commercial, retail and cultural heritage tourism opportunities for ATP can be brought together and celebrated, with the Locomotive Workshop, front and centre.*²⁵

4.7 Interpretation Strategy for ATP – Summary

Using the Interpretation Plan prepared by 3D Projects (2012) as a basis, the Stage 1 Interpretation Strategy developed a working framework for the implementation and installation of interpretative elements across the ATP site through the course of the redevelopment of the site. The key objectives of interpretation across ATP is to:

- *Conserve, maintain and interpret the heritage significance of the Eveleigh Locomotive Workshops, its machinery collection and intangible assets;*
- *Identify and summarise key interpretive themes and messages for the ATP study area;*
- *Identify relevant and key reports that relate to the ATP site, the wider Eveleigh Railway Workshops, and how these relate to the strategy;*
- *Identify existing site interpretation elements and undertake gap analysis for existing site implementation in the context of concept strategies within the wider ERW Interpretation Plan (3D Projects, 2012);*
- *Assess and acknowledge existing Interpretation Plans and interpretation works already implemented at the site;*
- *Identify opportunities and constraints for implementation of heritage interpretation at the ATP site in the context of the Mirvac redevelopment (e.g. physical locations, audience, media types, resources, design planning etc); and*
- *Provide a clear, overarching framework for the subsequent phases of the interpretative planning at ATP.*²⁶

4.8 Addendum to the Interpretation Strategy for ATP

The *Addendum to the Interpretation Strategy for Australian Technology Park* prepared by Curio Projects (dated March 2019) was provided in order to satisfy the conditions of consent for SSDA 8517 (for Bays 1-4a) and SSDA8449 (for Bays 5-15) which required an update, or a bridging document between the Stage 1 Interpretation Strategy prepared for the ATP site in 2016 and this Stage 2 Interpretation Plan.

The information presented in the addendum (March 2019) provides an overview of all concepts, designs, and commitments made by Mirvac as part of documentation that was presented to the Heritage Council, City of Sydney, Department of Planning and other key stakeholders, including the community groups who attended

²⁵ Ibid (2017:9)

²⁶ Curio Projects 2016, Interpretation Strategy for Australian Technology Park, prepared for Mirvac, November 2016

consultation sessions throughout the development planning process prior to SSD approval for the Locomotive Workshops.

Any new concepts, interpretative and design elements that were being worked on whilst the SSDs were waiting to be approved were not included as they had not yet been publicly tabled or provided more broadly to key stakeholders for review and feedback.

The Stage 2 Locomotive Workshops community sessions held in March 2019 provided the opportunity to present the most recent interpretation elements and concepts being developed for the workshops.

5.0 Existing Interpretation at the Locomotive Workshops

5.1 Locomotive Workshop Bays 1-15

The southern half of Bays 1 and 2 are currently tenanted by Eveleigh Works while the northern areas of Bays 1 and 2 are currently home to the majority of the moveable heritage collection, including relocated and in-situ machinery and tools such as the Davy Press. These items are currently accessible to ATP tenants and visitors as a large static display.

Bays 1 and 2 are, at present, one of the main 'foci' for heritage interpretation at the ATP site and are publicly accessible to ATP tenants, as well as the general public, including site visitors, members of the local community, and heritage visitors. The northern portion of Bays 1 and 2 is also available for heritage tours upon request; there are typically 3-5 tours per annum. Existing heritage interpretation elements within Bays 1 and 2 include a central corridor glass fencing, a metal chequer plate pathway, metal wire fencing around the pathway, a gathering/exhibition space, a central corridor glass fencing (that forms a route through the bulk of the moveable heritage collection), as well as new interpretative signage prepared in 2015. The 'demountable office' was also relocated to Bays 1 and 2 in 2011.

Many moveable heritage items are located throughout Bays 3-16 of the workshops (of which most are not in-situ), as well as other heritage signage and carpet graphics. Bay 9 houses a majority of the large moveable heritage items that have been relocated from across the rest of the Locomotive Workshop Bays.

5.2 Issues with Existing Interpretation in Bays 1-2

The majority of the moveable heritage collection currently on display within the Locomotive Workshops are not in their original functional location. This detracts from the effectiveness of these items being able to communicate their original function and context. Any moveable heritage items, particularly the larger machinery, would be much more effective and could be positioned to greater heritage advantage, if they were able to be placed in situ.

The placement of the majority of the moveable heritage collection within Bays 1 and 2 adds to the confusion around what tools were used for what purposes and in what context. The average visitor to the site would not have a clear understanding of how each space was used and what tools were relevant to each task. The overwhelming vastness of the collection within Bays 1 and 2, combined with a lack of clear and engaging interpretation encourages site users to move through the collections quickly, without any real engagement.

There are also ongoing issues with dust and dirt build up on the collection of moveable heritage items in Bays 1 and 2, which results from the objects being exposed in an open display environment, every day of the year. Collections should be rotated on and off open air displays to allow for them to be conserved and 'rested' in protected storage locations, and importantly to provide returning visitors with new experiences.

Former stand-alone multimedia kiosks within Bays 1 and 2 are no longer functional and are no longer located within the original context in which they were installed.

In addition, as the site usage increases dramatically from the current numbers to approximately 10,000 site users per day, there will be a major increase in visitation to, and through, Bays 1 and 2. Currently, the collection is readily accessible, not constantly monitored by security staff and easy to vandalise, steal, remove and/or simply displace. The current low number of through visitors had helped to ensure that the collection generally remains intact. However, future site uses will require a far more secure environment for the movable heritage collection.

5.3 Issues with signage and machinery displays (Bays 1-15)

There are a few types of heritage interpretation currently in use within the Locomotive Workshops, namely signage, images and machinery displayed behind barriers

The original external heritage interpretation at the ATP site was installed by Sydney Harbour Foreshore Authority (SHFA) in the early-mid 1990s in the form of stainless steel interpretative signage plates mounted to either external galvanized steel pedestals, brackets attached to barriers, or directly on walls. These signage plates interpret the general history of the site in some locations, as well as specific items of machinery. The panels generally take the form of half text, and half image. Many of these panels, especially those outside, have suffered weathering and are difficult or impossible to read.

Some of the interior original stainless-steel signs were replaced in 2015 with new signage, however it is understood that none of the external interpretative signs were replaced at this time. In 2010-2011, an upgrade of Innovation Plaza was undertaken in conjunction with the installation of 'interpretive infrastructure' in Bays 1 and 2 of the Locomotive Workshop.

A report was prepared by 3D Projects in June 2015, *Signage Design Strategy—Eveleigh Railway Workshops*²⁷, which presented schematic designs for a new suite of interpretive signage for ATP, including external interpretive signage to ultimately replace the existing external pedestal signage. It also proposed installation of machine and assemblage signage in Bays 1 & 2, multimedia signage structures for installation in Bays 1 & 2 and elsewhere in the Locomotive Workshops, and machine barriers to replace the existing barrier system used throughout the Locomotive Workshops. While some signage was produced for the interiors of the Locomotive Workshops, it is believed that none of the new external signage was implemented. The lack of consistency in the signage creates a less than desirable aesthetic across the whole of the site and can cause some confusion as to what may be relevant for the site user.

²⁷ 3D Projects 2015, *Signage Design Strategy—Eveleigh Railways Workshops*, June 2015, prepared for ATPSL.

The historic informative panels and signage installed external to the Locomotive Workshop are generally weathered and often do not contain information that relates the content in the signage with an associated nearby element. For example, the signage outside the urinals contains information pertaining to the Large Erecting Shed (which cannot be readily viewed from this location). Instead, it could contain content about the why the urinals are located external to the building, imposed toilet time breaks and the resulting strikes regarding workers' rights.

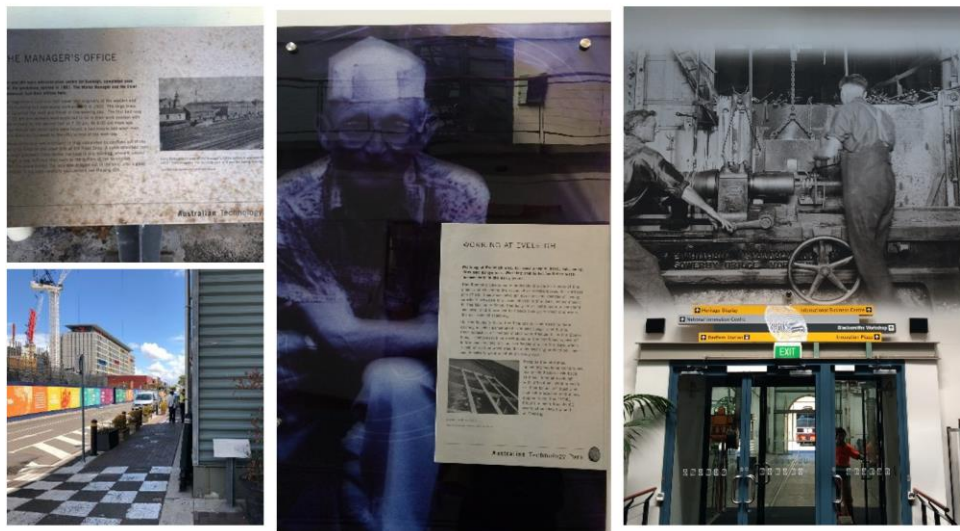


Figure 3 Many different types of signage and images throughout, with no style or design consistency (Source:Curio 2016)

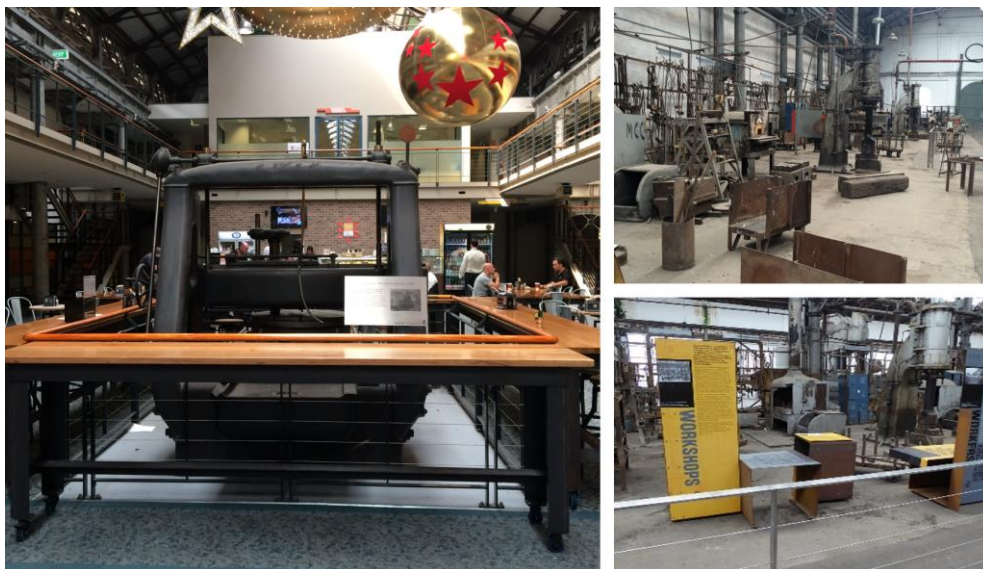


Figure 4: Displays have visually dominant barriers, lack meaningful signage or any form of interpretative information and contain non-operational multi-media kiosks (Source: Curio 2016).

Table 1: Summary of External Signage for the Locomotive Workshops (within the site curtilage only).

INTERPRETATION ELEMENT	CONDITION
<i>'Davy Press' steel box panel</i>	Poor. Scratched and weathered
<i>'The Role of Eveleigh' stainless steel plaque</i>	Poor. Scratched and weathered, text illegible and image faded
<i>In situ relic</i>	N.A
<i>'Eveleigh at War' stainless steel plaque</i>	Poor to Fair. Difficult to read, image faded.
<i>'The Role of Eveleigh' stainless steel plaque</i>	Poor. Rust damage. Legible.
<i>Steam boilers stainless steel plaque</i>	Poor. Rust damage. Legible.
<i>In situ – 'The Pump Room'</i>	Fair. Legible
<i>'Moving Problems' – stainless steel plaque</i>	Poor to Fair. Difficult to read
<i>'The Locomotive Workshops' and 'History and Role of Eveleigh' – two stainless steel plaques</i>	Fair. Signs of weathering, but still legible. Image damaged and faded
<i>'A lost World' – stainless steel plaque / In situ object (Urinals)</i>	Fair. Signs of weathering, but still legible. Image damaged and faded / N.A
<i>'Red Square' – stainless steel plaque</i>	Fair. Signs of weathering, but still legible. Image damaged and faded
<i>'Large Erecting Shop' – stainless steel plaque</i>	Fair. Signs of weathering, but still legible. Image damaged and faded

6.0 Key Principles for New Interpretation at ATP

The Interpretation Strategy for ATP (2016) and subsequent Addendum (March 2019) present the key principles for development of interpretation at ATP, including interpretation at the Locomotive Workshop. These principles have been developed and refined over the last three years as a result of many consultation sessions with key stakeholders, including community, heritage and government stakeholders. They include:

- *Highlighting the significance of the site and its surrounds for the local community, including the Aboriginal community, in consideration of ongoing cultural connection to the site and the wider Eveleigh/Redfern area;*
- *Recognizing the rights of Aboriginal people to interpret their own cultural heritage and ensuring that the development of interpretative products/devices is undertaken in consultation with the local Aboriginal community;*
- *Ensuring that all relevant and significant phases of the site's history are adequately considered and interpreted;*
- *Ongoing conservation, maintenance and interpretation of the heritage significance of the Eveleigh Locomotive Workshops, its machinery collection and intangible assets;*
- *Acknowledgement and consideration of the ability for interpretation opportunities at ATP to link to other interpretation initiatives, public art and strategies in the surrounding areas (e.g. City of Sydney area, wider Eveleigh Railways Workshops, North Eveleigh, Carriage Works);*
- *Ensuring that all interpretation is based on thorough historical research that is accurate, has appropriate copyright licenses and able to be accurately cited;*
- *Ensuring that the interpretative products are designed with the end-user and target audience in mind—including the ability to create interest and engage the audience;*
- *Ensuring that the design of the interpretation is able to be well-integrated within the final built environment, including the Locomotive Workshops, public domain and landscaping for the site, so that it compliments and enhances the overall development; and*
- *Ensuring that the ongoing maintenance and care for the interpretative elements has been well-considered and able to be implemented, with ease, within cyclical maintenance programs.*

7.0 Historical Overview of the Site

The history of the ATP site, presented within the *Interpretation Strategy for the Australian Technology Park* (2015),²⁸ is summarised into four main phases of occupation and use. It is summarised here for ease of reference within this report.

Phase 1—Pre-European Environment/Aboriginal Occupation (c20,000BP–1794)

Phase 2—Early Land Grants, Chisholm Estate (1835–1880)

Phase 3—Establishment and Development of Eveleigh Railway Workshops (1880–1989)

Phase 4—Recent History/History of the ATP (1989–Present)

Understanding the history of the site is of first and foremost importance to be able to understand the requirement for, and significance of heritage interpretation initiatives. A historical summary of the site is presented here in brief for context only. For further details of the history of the site, reference should be made to the historical overview in the Stage 1 Strategy, or the detailed history as presented in the CMP.

7.1 Aboriginal History

The Aboriginal history of the area, both pre-and post-European contact is significant for Aboriginal people—the traditional owners of the land—and the cultural connections are enduring and ongoing. Prior to contact, more than thirty different Aboriginal groups are recorded as occupying the Sydney region, with the area of Redfern forming a part of a wider area of land traditionally occupied by the Cadigal people. The Cadigal people lived in the area from South Head along the southern side of Sydney Harbour to Long Cove. Serious documentation of local Aboriginal culture and history by early amateur and professional anthropologists was not properly undertaken until around the 1890s. At this point in time many surviving Aboriginal people from local and surrounding groups were living in fringe camps, on properties (owned by non-Aboriginal people), missions, and reserves.

There were many constraints and barriers during that time which adversely impacted on cultural continuance. Despite these constraints and barriers, levels of traditional knowledge and practices have been carried on in Redfern and its surrounding areas. Two hundred years after European displacement, many Aboriginal people with traditional connections to Country still live in the region. There are also many opportunities and places within Eveleigh and the surrounding area that not only illustrate Aboriginal cultural heritage but are an important legacy for present and future generations of Aboriginal and non-Aboriginal people.

²⁸ Curio, November 2016.

7.2 The Chisholm Estate

Prior to the ERW, the ATP site was part of a land grant to James Chisholm in 1835, known as Chisholm Estate. Chisholm constructed a house in the northeastern portion of his land which he named Calder House, and farmed parts of his estate, although the majority of the lands remained undeveloped. In 1855, the first government-built rail line from Redfern to Parramatta was constructed, bisecting Chisholm Estate. At this time, a small group of government-owned rail workshops were established at the southwestern end of what is now Central Station, however the demand for locomotive and rolling stock soon outstripped supply, and the government began to investigate new sites for the establishment of a larger government rail workshop.

7.3 The Eveleigh Railway Workshops

Chisholm Estate was selected as the location for the new railway workshops in 1875, with land clearing and construction commencing in 1882, the Engine Running Shed completed and operating in 1885, and the Locomotive Workshops commencing operation in 1887. The ERW site was separated into two main functional areas, the Carriage and Wagon Workshops to the north of the rail line, and the Locomotive Workshops to the south of the rail line. The Carriage and Locomotive Workshops, along with additional main buildings including the Large Erecting Shed, Engine Running Sheds, and the New Locomotive Shop (and later the Alexandria Goods Yard), along with a number of supporting ancillary buildings, constituted the overall operations and function of the ERW.

Many alterations, additions and changes were witnessed at the ERW during its operation over a period of 100 years, both physically at the site, technologically, and socially. The ERW played a major role in unionism in the later 1800s and early 1900s, employed many local Aboriginal people, was involved in the manufacture of shells during WWII, and generally played a highly significant role in the course of NSW rail history, as well as being a major feature in the local social environment of Eveleigh/Redfern.

7.4 Conversion to Australian Technology Park

The ERW officially closed in 1989, following which a number of buildings were demolished, including the Foundry and Alexandria Goods Yard, and the development of ATP commenced on the southern side of the rail line, formally established in 1993 and opened for business in 1996. As part of the conversion of the site from ERW to ATP, the Works Manager's Office was converted to the International Business Centre and the New Locomotive Workshops to the National Innovation Centre. Three new buildings have been constructed on the site since 1996, including the Biomedical Building in 1999, the NICTA Building in 2008 and the Media City/Channel 7 Building in 2010. Ownership of the ATP site was transferred from UrbanGrowth NSW Development Corporation, to Mirvac in 2016.

The historic summary timeline for ATP is presented in below:

Table 2: Historic Summary Of Events Related To The Eveleigh Railway Workshops. Source: GML 2013

DATE	EVENT	DATE	EVENT
1871	Planning for Eveleigh Railway Workshops (ERW) commenced	1942	Air raid shelters constructed
1878	Resumption of 64.5 acres of land from John Chisholm for construction of ERW	1945	Reintroduction of locomotive construction until 1952
1882	Development and building of ERW commenced	1965	Steam locomotion abandoned
1885	Engine Running Shed completed and commenced operation	1970s	ERW modernized to meet demands of servicing and repairing modern diesels and rolling stock
1887	Locomotive Workshops Completed. Bays 1–4 officially opened. Bays 5–15 completed and opened later in the year	1986	Restored 3801 locomotive commences tourist operations from ERW Large Erecting Shop under management of 3801 Limited
1887	Carriage Workshops constructed	1986	Closure of the Locomotive Workshops
1887	Work Managers and Timekeepers Office completed	1989	Closure of all ERW
1899	Large Erecting Shed completed	1989+	Demolition of numerous ERW buildings including Foundry and Alexandria Goods Yard
1892	Union negotiations lead to ERW closure on Saturdays	1989	Paddy's Markets relocated to Bays 5–15 of Loco Workshops. Machinery relocated to Bays 1–4a
1907	New Locomotive Shop erected	1991	ATP Works commence. Wrought Artworks recommission blacksmiths forges in Bay 1 and 2
1908	Manufacture of new locomotives commenced at Eveleigh	1993	ATP formally established
1913	Terrace houses/shops resumed for Alexandria Goods Yard	1994	Paddy's Markets returns to Haymarket
c1914	Pedestrian Bridge completed	1994-5	Conversion of Works Manager's Office to International Business Centre
1914	New Locomotive Shop extended	1996	ATP Opens
1914	Electrification of ERW machinery completed	1996	Adaptation of New Locomotive Workshops for National Innovation Centre
1916	Eight strikes at ERW due to poor working conditions.	1999	Biomedical Building construction commences
1917	Alexandria Goods Yard completed	2005	Ownership of ATP and parts of North Eveleigh transferred to RWA (Redfern Waterloo Authority)
1917	New Foundry and pattern shop constructed	2006	3801 returned to custody of NSW Rail Transport Museum and relocated from LES

DATE	EVENT	DATE	EVENT
1923	Australian Railways Union (ARU) Shop Committee established at ERW	2007	CarriageWorks Theatre opens
1925	Davy Press installed	2008	NICTA building completed
1925	Manufacture of new locomotives ceased	2009	2009 Eveleigh Markets open in former Blacksmith's Shop, North Eveleigh
1925	NSW Railways acquired Chullora site for new railway workshops intended to supersede ERW	2010	Media City Building opens. Innovation Plaza upgrade is completed, permanent display of heritage pivot and steam crane, new seating and lighting installed.
1937	Chullora workshops opened. Some repair work transferred from ERW	2012	Ownership of ATP transferred from RWA to Sydney Metropolitan Development Authority
1940	Production of shells in Bays 5-6 of Locomotive Workshops	2013	Ownership of ATP transferred from SMDA to UrbanGrowth NSW Development Corporation

7.5 Key Resources and Available Research Materials

There are several key resources and research available that is relevant to the Locomotive Workshop and have assisted greatly with the development of the Stage 2 Interpretation Plan²⁹.

Eveleigh Stories is an award winning 'website, and self-guided tour that celebrates the heritage of the Eveleigh area'³⁰, which was developed as a collaboration between ATPSL, AHMS, Art of Multimedia, 3D Projects, and NGH Environmental in 2015-2016 (launched in 2016). The site is now hosted by UrbanGrowth NSW as part of the 'Central to Eveleigh Urban Transformation and Transport Program' and is available at www.eveleighstories.com.au.³¹ It provides a wealth of knowledge and research about Eveleigh including recordings of oral histories, image galleries, personal accounts, historical documents etc. Has the ability to integration with digital interpretation technologies and implementations.

The Eveleigh Stories website aims to portray the history of the Eveleigh area, predominantly by relating people-focused stories in the context of the whole ERW site. The site presents the history of the Eveleigh site through the main medium of 'Stories' relating different historical periods to its former workers and/or

²⁹ Stakeholder representatives, heritage specialists and heritage managers of private and public organizations are listed in the Bibliography Chapter 14.0. The main organizations – excluding individuals – consulted for this processes were: Australian Railway Historical Society/NSW; Blacksmithing and Knife Making community of ATP; Rail Train and Bus Union Representative; REDWatch; former ATP Heritage Manager; former ATP Heritage & Volunteers; Local Residential and Business Community; Local Aboriginal Community; EORA TAFE; Transport Heritage NSW; Heritage Near Me; Sydney Trains heritage specialists; Sydney University; CarriageWorks; UrbanGrowth; NSW Heritage Division; City of Sydney; Engineering Heritage Sydney Group;

³⁰ <https://eveleighstories.com.au/about>

³¹ *Eveleigh Stories*, Available at <http://eveleighstories.com.au/about>

communities that compose the social background of the site. The website is rich in historic photos, resources, oral histories and precise historic information.

The primary and secondary sources for these 'stories' are indicated in its resources page. Key story categories include: '*An Indigenous Place*'; '*The Paddocks*'; '*Like a Living Thing*'; '*Faces in the Crowd*'; '*Working Life*'; '*Eveleigh at War*'; '*Power and Movement*'; and '*Evolving Eveleigh*'³². A site chronology is also provided which links the relevant presented stories to its date of occurrence. The website also has the functionality for georeferencing via GPS for use with mobile phones while on site. An extensive archive section is also included on the website, consisting of numerous historic photographs, plans and documents as well as providing the ability for the local community and general public to submit additional stories and to get involved. Hence, in order to maintain a continuity and to celebrate such unique historical work; the content, resources and stories available at this website will be largely incorporated within the suggested interpretation solutions addressed further on, especially regarding the digital layer.

'Aboriginal Connections with Eveleigh', a report prepared by Dr Michael Davis (2012), discusses long and continuous connections of Aboriginal people to Eveleigh, and identifies ERW as key site 'central to the history of Aboriginal peoples' connections with the precinct'.³³

City of Sydney Council initiatives such as 'Eora Journey'³⁴, 'Barani Barrabugu/Yesterday Tomorrow—Sydney's Aboriginal Journey' and how Aboriginal stories can be incorporated will also be considered.³⁵

The AHMS 2015 *Central to Eveleigh* reports 'Interpretation Opportunities' and 'Aboriginal and Historical Heritage' is a useful resource.³⁶ The report compiled a comprehensive list of local Aboriginal community groups and individuals for consultation, conducted Aboriginal consultation meetings discussing the wide range of Aboriginal cultural heritage values relevant to the Eveleigh area and can be added to, and built upon as part of the Locomotive Workshop Community Consultation for the Locomotive Workshops.

Beyond these formal sources, a variety of sources will be further utilised to fully develop an understanding of the ERW's history. These resources range from audio and visual recorded interviews with former ERW's workers³⁷, primary archival photographic research³⁸ and artistic heritage interpretations of ERW³⁹. Newspaper

³² <https://eveleighstories.com.au/stories>

³³ Davis, M, 2012, *Aboriginal Connections with Eveleigh*, prepared for the Sydney Metropolitan Development Authority.

³⁴ City of Sydney, *Eora Journey*, Available at: <<http://www.cityofsydney.nsw.gov.au/vision/towards-2030/communities-and-culture/eora-journey>>.

³⁵ City of Sydney 2015, *Barani Barrabugu/Yesterday Tomorrow—Sydney's Aboriginal Journey*, prepared by the City of Sydney's History Team, 3rd edition.

³⁶ AHMS 2015a, *Opportunities for Interpretation in the Central to Eveleigh Corridor*, prepared for UrbanGrowth NSW, September 2015; AHMS 2015b, *Central to Eveleigh Corridor: Aboriginal and Historical Heritage Review*, prepared for UrbanGrowth NSW, September 2015

³⁷ ATP Youtube channel. Access at: <https://www.youtube.com/user/atpsydney/videos>

³⁸ State Library of New South Wales, State Archive and Records NSW

³⁹ Ghost Trains. Access at: <http://www.sonicobjects.com/index.php/projects/more/ghosttrain/>

articles of the time have proven to be an invaluable primary source for the interpretation products as are the records held by the NSW Railway Historical Society.

Similarly, previous historical products produced specifically for ATP are intended to be largely utilized within the final interpretation at the Locomotive Workshop.

During the community consultation workshops for the interpretation, additional resources and potential additional interviewees were identified, including:

- Butcher, R. 2004, 'The Great Eveleigh Railway Workshops'
- Radio National Stories
- SBS Documentary (1994-95)
- Oral Histories (Redfern Oral History).
- Re-use of Heritage Information contained within heritage interpretation displays.
- NSW Artists Blacksmithing Association.
- Bicentennial Histories – SLNSW and NLA.
- South Sydney Pictures – City of Sydney.
- Everyone knew everyone – South Sydney, City of Sydney.
- NSW Institute of Engineers
- John Gibson
- Max Underhill
- Glenn and Lisa Rundell

8.0 Heritage Significance of the Locomotive Workshop, ATP

The summary statement of significance for the ATP site has been drawn from Section 7.5.1 of the CMP:

ATP provides important evidence of the founding and gradual expansion of the largest railway workshops in NSW over a period of 100 years. The Eveleigh Railway Workshops was a highly significant and ambitious public endeavour of a type that rarely occurs today. Eveleigh was a government-established and government-run industrial workshop designed to provide self-sufficiency for the Sydney and NSW railways, without reliance on private operators who did not possess the funds or workforce to cope with demand during the nineteenth century. It employed and developed the best technology available at the time and continued to innovate in response to changes in the NSW railways system and management policy throughout its years of operation.

The ATP site contains an amalgam of land gradually resumed for railway use during the nineteenth and twentieth centuries. The land was resumed for a number of expansions of the Locomotive Workshops, establishment of the Alexandria Good Yard and construction of the Eastern Suburbs Railway connection to the Illawarra line, and involved demolition of an area of housing north of Henderson Road. At its peak, the area was the most important rail precinct in NSW.

Three of four remaining buildings and a significant machinery collection from the State- significant Eveleigh Locomotive Workshops are contained within the ATP site. The Locomotive Workshops building, New Locomotive Shop and Works Manager's Office form a historically and aesthetically significant group that demonstrates the scale and importance of the Eveleigh Locomotive Workshops and are a landmark along the western railway. The distinctive, highly detailed industrial buildings provide powerful evidence of the importance of the workshops as a major industrial undertaking in NSW during the late nineteenth century. Individual items of the Locomotive Workshops Machinery Collection remain significant items of technical achievement. These range from the Davy Press, a unique machine in Australia and rare in a world context, to the Departmental Lathe, a precision machine built locally. While the Machinery Collection is not entirely intact, it retains a high level of significance and the collection within the blacksmiths workshop is relatively complete.

The ATP site holds great significance for members of the local community and current and former workers within the NSW railways and is central to many local community members' connection with the Redfern/Darlington area. As the site of the former Eveleigh Locomotive Workshops, ATP is emblematic of a type of work no longer common in NSW and the remaining buildings are seen as a testament to the many thousands of workers and their families that made their living within its walls. The pride in the history of the Eveleigh Locomotive Workshops is evident through the dedication of the many volunteers that continue to work in the Large Erecting Shed, the blacksmith business in Bays 1 and 2 South and the open days and tours led by former workers, as well as the many views expressed during the community consultation process.

The ATP site has strong historical connections with the surrounding area, including North Eveleigh and Redfern Station, as well as a historical connection with the expansion, pattern and type of development that occurred in adjacent suburbs. While the former Eveleigh Locomotive Workshops are significant in their own right, this significance is increased by their relationship to the Eveleigh Railway Workshops as a whole, including the former Carriage and Wagon Workshops at North Eveleigh and the former Macdonaldtown Gas Works.

8.1 Significance of Components—Overall ATP Site

As stated by GML in the CMP for the ATP site:

Different components of a place may make a different relative contribution to its heritage value. Loss of integrity or poor condition may also diminish significance. Specifying the relative contribution of an item or its components to overall significance provides a useful framework for decision-making about the conservation of and/or changes to the place.

The following table sets out terms used to describe the grades of significance for different components of the place and is taken from the NSW Heritage Office publication Assessing Heritage Significance (2001).

Table 3: STANDARD GRADE OF SIGNIFICANCE (AFTER GML 2013, AFTER NSW HERITAGE OFFICE 'ASSESSING HERITAGE SIGNIFICANCE')

Grade	Justification
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.
Little	Alterations detract from significance. Difficult to interpret.
Intrusive	Damaging to the item's heritage significance.

The CMP assessed the components of the ATP site as having differing grade of significance, including elements within the Locomotive Workshop. These assessed grades of significance are presented in Table 3, as originally presented by GML in the CMP. The elements or attributes that specifically relate to the Locomotive Workshop (i.e. Bays 1–4a), have been bolded in Table 3 for ease of reference.

Unlike most sites, where they no longer house an extensive moveable collection, the significance of the Locomotive Workshops is very much embedded in its fabric, including the building itself, the moveable heritage collection, as well as in the intangible values associated with the site (the handed-down family stories, former workers' memories and in the officially recorded oral histories).

For this reason, it is considered important to include the fabric and moveable heritage elements that are specifically mentioned in the CMP, within this report, as physical elements identified as having exceptional and/or high heritage significance should be cleverly incorporated into the active and passive heritage interpretation initiatives at the site.

Table 4: **GRADES OF SIGNIFICANCE AND APPLICATION TO ATP, ELEMENTS RELEVANT TO LOCOMOTIVE WORKSHOP IN BOLD (FROM GML 2013: TABLE 7.3, P. 95-96)**

Grade	Application to ATP	Elements/Attributes
Exceptional	Major elements within ATP and visual connections within ATP and the former Eveleigh Railway Workshops. These may include some alterations which are of a minor nature and/or do not detract from significance.	<p>Locomotive Workshops building including original annexes</p> <p>New Locomotive Shop Works</p> <p>Managers Office Turntables throughout site</p> <p>General visual connections that reflect former functional relationships and context between the elements within ATP and with the former Carriage and Wagon Workshops, Paint Shop and Chief</p> <p>Mechanical Engineers Office at North Eveleigh and railway lines.</p>
High	Major elements within ATP and specific views within ATP and the former Eveleigh Railway Workshops which provide evidence of key attributes of the item's significance. These generally include alterations of a more substantial nature than Exceptional elements, but do not obscure significance.	<p>Water tower</p> <p>Specific views:</p> <ul style="list-style-type: none"> • Along the northern and southern elevations of the Locomotive Workshops building. • Into the site from the northeastern entrance (Marian Street), the entrance near Margaret Street and the entrance near Boundary Street. • The three former Eveleigh Locomotive Workshops buildings from the railway lines. • View from the northern end of Innovation Plaza across to the Chief Mechanical Engineers Office at North Eveleigh. • View of the two sides of the Eveleigh Railway Workshops and Redfern Station from the entrance to ATP at Marian Street.

Grade	Application to ATP	Elements/Attributes
Moderate	Remnants of the Eveleigh Locomotive Workshops within the ATP site which have historic, associational and/or aesthetic values and contribute to overall significance. May also include sites of archaeological potential relating to former structures and landscape features.	Remnant brick walls from foundry Remnant rail tracks throughout the site Change in level between Locomotive Workshops building and foundry site
Little	Added or altered elements which detract from significance and/or may obscure more significant attributes.	NICTA Media Central (8 Central Avenue) Biomedical Building RTA and NSW Ambulance buildings
Intrusive	Added or altered elements which damage the item's significance.	No elements identified

8.2 Significance of Components—Locomotive Workshop

The CMP continues in its assessment of grades of significance across the ATP site, to further 'the extent to which particular components of the place retain and/or provide meaningful evidence of the original site, as well as the relative importance of later layering and overall physical condition'.²⁹

This assessment has been adapted from the original CMP assessment, to present the significance of the individual heritage items and fabric therein, as specifically relevant to the Locomotive Workshop (i.e. Bays 1–4a), i.e. the subject of this HIS.

Table 5 GRADE OF SIGNIFICANCE AND APPLICATION TO BUILDING FABRIC—EASTERN PORTION OF THE LOCOMOTIVE WORKSHOP (BAYS 1–4A) (ADAPTED FROM GML 2013: 96-97)

Grade	Application to ATP	Locomotive Workshop Elements/Attributes
Exceptional	Major spaces, elements and fabric of the early/original buildings remaining from the Eveleigh Locomotive Workshops. These may include some alterations which are of a minor nature and/or do not detract from significance.	External walls, including all original openings Blacksmiths workshop (Bays 1 and 2), including intact machinery collection Original annexes to Bays 1–3 Roof lanterns Original internal layout of the building, including arrangement of bays divided by double rows of cast-iron columns Rail tracks and services remaining in the slab Turntable south of Bay 4a Overhead travelling cranes throughout

Grade	Application to ATP	Locomotive Workshop Elements/Attributes
High	Major spaces, elements and fabric of early/original buildings remaining from the Eveleigh Locomotive Workshops which provide evidence of key attributes of the item's significance. These generally include alterations of a more substantial nature than Exceptional but do not obscure significance.	Machinery displayed throughout, except in Bays 1 and 2
Moderate	Additions/alterations to the early/original buildings remaining from the Eveleigh Locomotive Workshops which have historic, associational and/or aesthetic values which contribute to overall significance.	No fabric identified.
Little	Added or altered spaces, elements and fabric which detract from significance and/or may obscure more significant attributes.	Office fit out in original Bays 3–4a New annexes to Bays 4 and 4a Modern glass doors Carpet throughout Bays 3–4a
Intrusive	Added or altered spaces, elements and fabric which damage the item's significance.	No fabric identified.

8.3 Heritage Significance—Bays 1–4a

The fabric within Bays 1–4a of the Locomotive Workshop identified in the CMP of exceptional and high significance consists of:

- External walls, including all original openings;
- Blacksmiths workshop (Bays 1 and 2), including intact machinery collection;
- Original annexes to Bays 1–3;
- Roof lanterns;
- Original internal layout of the building, including arrangement of bays divided by double rows of cast-iron columns;
- Rail tracks and services remaining in the slab;
- Turntable south of Bay 4a; and
- Overhead travelling cranes throughout.

Some current elements present in Bays 1–4a of the Locomotive Workshop have been identified as being of little heritage significance. These include:

- New annex to Bay 4a;
- Modern Glass Doors; and
- Carpet throughout Bays 3–4a.

The fabric within Bays 5–15 of the Locomotive Workshop identified in the CMP of exceptional and high significance consists of:

- External walls, including all original openings;
- Original internal layout of the building, including arrangement of bays divided by double rows of cast-iron columns;
- Turntable south of Bay 12 (external to the Locomotive Workshop building—and the subject of a separate SSDA approval for the public domain);
- Overhead travelling cranes;
- Traverser; and
- Machinery displayed throughout Bays 5–15.

Some current elements present in Bays 5–15 of the Locomotive Workshop have been identified as being of little heritage significance. These include:

- Office fit out in Bays 5–9 and 14–15;
- New annexes to Bays 5–6, 8–10 and 14–15;
- Modern Glass Doors; and
- Carpet throughout Bays 5–9 and 14–15.

9.0 Thematic Framework - Historic Themes

9.1 Background to the Thematic Framework

The thematic framework for the interpretation at the site built upon the original thematic framework included in the 2012 Interpretation Plan prepared for the site by 3D projects and was finalised as part of the Stage 1 Interpretation Strategy stakeholder consultation process. The thematic framework has continued to be refined as part of the Stage 2 Interpretation Plan stakeholder consultation processes undertaken to date (from 2016-2019) to ensure that it is inclusive of all of the key themes for the site.

The thematic framework will be used to guide the key interpretative stories across the whole of the site. For example, the theme 'workers' will ensure that it is further broken down into themes related to:

- women in the workplace,
- Aboriginal workers,
- migrant workers,
- typologies of workers and their jobs, (boiler makers, blacksmiths, spring shop workers, etc) and the social implications; as well as, a whole range of other sub-sets within this overarching theme.

The key themes sit within the broader National and State Historic Thematic Frameworks to ensure that there is consistency in the approach to the telling of history within the broader Australian context. This is described in further detail in sub-section 9.2 below.

9.2 The National and State Historic Thematic Frameworks

In order to place the history and significance of a place within a broader Australian context, it is important to be able to use an established and widely-recognised framework of historic themes as the basis for determining what are the key historic events at a site that would be considered significant at a local, and then possibly State and National level.

In order to provide a consistent framework for determining appropriate historic themes for a place of cultural significance, the Australian Heritage Commission published a national framework of historic themes in 2001. Nine national key theme groups were identified, with a subset of 84 national subthemes and a further sub-set of 116 themes.

The NSW Heritage Council developed a series of NSW State-specific themes that are linked to the Australian National Historical Themes (NSW Heritage Council 2001), considering the intent of the national sub-themes. The 36 State historic themes provide the overarching framework for a sub-set of local themes, which are generally relevant to Local Government Area boundaries, and smaller subgroups that have social or local community boundaries. The key National historic themes, from which the NSW State themes flow, are identified as:

- Australian Historical Theme: Tracing the Natural Evolution of the Australian Environment
- Australian Historical Theme: Peopling Australia
- Australian Historical Theme: Developing Local, Regional and National Economies
- Australian Historical Theme: Building Settlements, Towns and Cities
- Australian Historical Theme: Working
- Australian Historical Theme: Educating
- Australian Historical Theme: Governing
- Australian Historical Theme: Australia's Cultural Life
- Australian Historical Theme: Marking the Phases of Life

9.3 Key Thematic Framework for the Locomotive Workshop (Bays 1-15)

Table 6: Key Thematic Framework Summary

AUSTRALIAN HISTORICAL THEME	NSW HISTORICAL THEME	AUSTRALIAN TECHNOLOGY PARK
2. Peopling Australia	Aboriginal cultures and interactions with other cultures—Activities associated with maintaining, developing, experiencing and remembering Aboriginal cultural identities and practices, past and present.	<p>The proximity of the Eveleigh Railway Workshops to Redfern, provided an important focus for employment of Aboriginal people.</p> <p>The general strike of 1917 can be attributed as one of the factors that influenced Aboriginal people's growing participation in political movements.</p>
2. Peopling Australia	Migration—Activities and places associated with the resettling of people from one place to another and the impacts of such movements	The Eveleigh Railway Workshops employed a significant number of post-World War II migrants and provided English language classes to assist their integration into the workplace.
3. Developing local, regional and national economies	Industry— Activities associated with the manufacture, production and distribution of goods	The locomotive workshops manufactured parts for and assembled imported locomotives for the NSW railways. For two periods during the first half of the twentieth century, the workshops also manufactured Australian-designed locomotives
3. Developing local, regional and national economies	Technology—Activities and process associated with the knowledge or use of mechanical arts and applied sciences	The locomotive workshops were a site of much innovation, with many machines and locomotives designed and built at Eveleigh.
3. Developing local, regional and national economies	Transport—Activities and process associated with the moving of people and goods from one place to another, and systems for the provision of such movements	<p>The Eveleigh Railway Workshops manufactured parts for locomotives that served the entire NSW rail system.</p> <p>The Alexandria Goods Yard was one of the starting points for goods services to Melbourne.</p>
4. Building settlements, towns and cities	Land Tenure—Activities and processes for identifying forms of ownership and occupancy of land and water, both Aboriginal and non-Aboriginal	The site is associated with early land grants of the Chisholm Estate, and Calder House (which was built on the estate) – the stables of which were likely located in the north-eastern corner of the site.

AUSTRALIAN HISTORICAL THEME	NSW HISTORICAL THEME	AUSTRALIAN TECHNOLOGY PARK
4. Building settlements, towns and cities	Accommodation—Activities associated with the provision of accommodation, and particular types of accommodation	ATP, and Eveleigh as a whole were heavily influential in the development of the style and type of housing that is still evident in Darlington, Chippendale, Eveleigh, Redfern, Alexandria and Erskineville, etc with the majority of terrace housing built in order to accommodate the workers at the ERW. It is also associated with the large-scale resumption of housing in Alexandria in order to build the Alexandria Goods Yard.
5. Working	Labour—Activities associated with work practices and organised and unorganised labour	Eveleigh was the site of many important disputes seeking better working conditions and had significance union membership among its workers.
7. Governing	Defence—Activities associated with defending places from hostile takeover and occupation	The Locomotive Workshops played a significance role in manufacturing ammunition and tank parts during World War II
8. Developing Australia's cultural life	Social institutions—Activities and organisational arrangements for the provision of social activities	Unions and social clubs were an important part of the working life of Eveleigh, with significance membership of the NSW Railway Institute and the Railways Ambulance Corp among Eveleigh workers.
9. Marking the phases of life	Persons—Activities of, and associations with, identifiable individuals, families and communal groups	The Eveleigh Railway Workshops represent a significant achievement by John Whitton, Engineer-In-Chief, and George Cowdery, Deputy Engineer for Existing Lines.

9.4 Key Stories for the Locomotive Workshop

The key stories that will be told through the various interpretative initiatives at the site have been drawn from previous heritage studies, primary resources, archival documentation, extensive community and stakeholder consultation throughout the Stage 1 Interpretation Strategy pre-planning and are continuing to be refined following the recent stakeholder consultation undertaken for this Stage 2 Interpretation Plan.

Key stories have begun to be refined through the process of community consultation undertaken in March 2019 and will continue to be refined throughout the Stage 3 Installation process to ensure that the stories being expressed are authentic, accurate and engaging. The preliminary stories presented from the Stage 1 Interpretation Strategy were further discussed, refined, and added to, throughout the community consultation sessions held in March 2019. These additional stories have provided a valuable addition to the suite of stories already elucidated and represent the key interests of the varied stakeholders.

The Consultation Outcomes Report prepared by Ethos Urban, (included as Annexure B) provides a detailed breakdown of the stories and ideas that will be further considered and refined for use in the final interpretations on site.

The selected stories will be organized under the umbrella of distinct themes, which create a cohesive and simple way of displaying these narratives, both physically and digitally. The key themes can be accessed on site, and via the mobile app and on the website; the two main fundamental elements to organize the historic information of ATP.

The redevelopment of the Locomotive Workshop site is also a commitment by Mirvac, to improve the communication and interpretation of the exceptional heritage values of the Locomotive Workshop, as well as the wider ERW site, in the context of the revitalized development of the ATP.

The interpretation, whilst predominantly focused on the activities, people and uses of the Locomotive Workshops, will also look more broadly to the iconic stories related to the Industrial Revolution, Aboriginal Activism, the role of the Female Worker, the Migrant Worker, War Efforts and the Decline of Eveleigh.

The actual process of developing the Stage 2 Interpretation Strategy over the next phase of development is intended to create the opportunity for re-engagement with the key stakeholders and community to ensure that the stories reflect the intangible heritage values of the site and begin to recreate the connections to the site, in a positive, meaningful way. The most powerful story tellers are the people who are provided the right platforms and opportunities to tell their stories in their own words.

Stories to be told will be prepared in consultation with the relevant stakeholders, throughout the Stage 2 Interpretation Strategy process to ensure that they are accurate and capture the intangible heritage values of the site in an authentic way.

Table 7: *INTERPRETATIVE STORIES FOR ATP*

STORY	DESCRIPTION	RELEVANT THEME
Aboriginal Connections: Past and Present	<p>Acknowledgement of the traditional ownership of the land by Aboriginal people; their enduring connection to Country; use of the land; and the impact of dislocation of Aboriginal people from their traditional land through the processes of European colonisation.</p> <p>Connection of Aboriginal people to the Redfern-Eveleigh area, employment of Aboriginal people at the ERW, movement of families from the country and regional areas, to Redfern, representation of Aboriginal people in the ERW records, how families lived and worked, the rise of Aboriginal activism.</p>	Peopling Australia—Aboriginal Cultures
Before the Trains Pulled In	<p>Acknowledging the site's use and occupation before the construction of Eveleigh Railway Workshops. While the Eveleigh Railway Yards are a significant part of the history of the site, there is a broader historical use of the suburb of Eveleigh and the general surrounding neighbourhood reflecting Sydney's early development, land grants and historical expansion prior to the establishment of the Eveleigh Railway Yards. Including:</p> <ul style="list-style-type: none"> • Aboriginal occupation • Chisholm land grant 1835 • Bisecting of land for Western rail line 1855 • Resumption of site by NSW government 1878 • Residential development (1880-1917), demolished for Alexandria Goods Yard 	Building settlements, towns and cities—Land Tenure/Accommodation
'Faces in the Crowd' (from Eveleigh Stories)	<p>'Faces in the Crowd' is derived from Eveleigh Stories, which focuses on the individual stories of former workers of the Eveleigh Railway Workshops, presented predominantly through historical records and oral histories. The website includes stories about significant historical figures who worked at the Railway Yards, such as J.J. Cahill (Premier of NSW in 1952), through to brief personal and family stories contributed by local community members.</p> <p>Building upon Eveleigh Stories as a basis, additional individual stories could be written, that cover thematic gaps that have not been addressed on the Eveleigh Stories website. This could include stories related to women in the workplace, racism, sexism, Aboriginal people, social clubs at Eveleigh etc.</p>	<p>Developing Australia's cultural life—Social Institutions</p> <p>Marking the Phases of Life—Persons</p>

STORY	DESCRIPTION	RELEVANT THEME
	<p>Stories regarding the typical day in the life of different workers on site, starting from waking up through until the end of the day.</p> <p>Detailed stories about the Foreign Orders and the illegal activities that were carried out on site.</p>	
The Rise of an Icon	<p>The rise of the Industrial Revolution at ERW, and in particular, the significant role and function of the Locomotive Workshops with the broader ERW site, its significance within the NSW's rail and transportation networks are to be told through the stories embedded in the Locomotive Workshops.</p> <p>Stories related to the hydraulics and blacksmithing, as well as other technical achievements will be told in order to provide the context for how the Locomotive Workshops were powered (by steam) and how each of the different elements of the Locomotive building process were brought together to construct, maintain and repair the Locomotives.</p> <p>In particular there will be an emphasis on interpretation related to the whole process of the construction of a locomotive from the beginning to the end, with the inclusion of models (in the form of physical and/or 3d, to be determined) that demonstrate the types of locomotives built at the Locomotive Workshops (South Eveleigh). The stories of how the locomotives constructed at the Locomotive Workshops tied in with the carriages being constructed at Carriageworks (North Eveleigh) to create one end product will be told, in order to explain the significance of the whole of the site.</p>	Developing local, regional and national economies—Industry/Technology/Transport
Just One Piece of the Picture	<p>The Locomotive Workshops (the ATP site) were just one part of the functionality of the holistic Eveleigh Railway Workshops site, together with the North Eveleigh site of the Carriage Workshops. While these two parts of the ERW site were once linked by two pedestrian bridges over the train line, they no longer have a physical connection, and those who enter the ATP site may not be aware of the overall functionality of the whole site. The Locomotive Workshops did not exist in isolation, and a story linking the ATP site to the Carriage Workshops (including CarriageWorks, the Chief Engineers Office, Science Laboratory etc), as well as the proximity to Redfern Station, and the part Eveleigh played in the early development and functionality of NSW railways, could be presented at the ATP site.</p>	Developing local, regional and national economies—Industry/Technology

STORY	DESCRIPTION	RELEVANT THEME
Moving with the Times	The ability for Eveleigh to change and adapt with the changing times, technology, and industrial requirements and demand was one of the key reasons for Eveleigh's success. Uses of Bays within the Locomotive Workshops were altered, new buildings were built, others expanded, Locomotives were manufactured when necessary and then ceased when no longer needed. It was the ability for Eveleigh to adapt to the changing times that allowed it to remain relevant and functional for 102 years. A key story for the site relates to exploring the success behind the continuity of Eveleigh through use, technology, and innovation.	Developing local, regional and national economies—Industry/Technology/Transport
Strikes, Unionism and Activism	<p>This represents the name of one story from the 'Eveleigh Stories' website. As the work at Eveleigh was challenging, and required highly skilled workers, a high proportion of employees commenced and remained their entire working lives at the Workshops. The work was often dangerous and difficult, and consisted of a number of highly specialized areas. The combination of these factors saw a very high union membership at Eveleigh, and a strength of activism and strikes at Eveleigh.</p> <p>Many Aboriginal people were employed at Eveleigh, and their involvement in the fight for better workplace conditions and unionism at Eveleigh is often suggested to be the start of an increase of Aboriginal activism in the area. Stories of the unity of workers, pride in their work and workplace, teamwork, comradeship and leadership can all be addressed through this story that takes root in deeply personal aspects of many human lives.</p>	<p>Peopling Australia—Aboriginal cultures and interactions with other cultures</p> <p>Working—Labour</p> <p>Developing Australia's Cultural Life—Social Institutions</p>
Eveleigh at War	'Eveleigh at War' is also the name of one story from the 'Eveleigh Stories' website, which lists the names of those Eveleigh employees who joined the general infantry, as well as detailing the general role that railways played during WW1. WW1 forced Eveleigh to become more self-sufficient than ever, producing materials and tools that may have previously been imported, and creatively increase productivity. In addition, Eveleigh was required to assist in the production of munitions. While 'Eveleigh Stories' focuses mainly on WW1 pressures on Eveleigh, this story can be expanded to include WW2, during which shells were produced in Bays 5 & 6.	Governing—Defence

STORY	DESCRIPTION	RELEVANT THEME
Work Practices, Safety and Processes	<p>Eveleigh was a dangerous and tough place to work, with frequent occupational accidents, that at times led to seriously injury and death. Work, Health and Safety legislation and allowances did not exist at this time, and the conditions in which the workers functioned every day were hot, loud, and fraught with danger. Many oral accounts tell stories of workers being seriously injured or killed by machinery, with common place work activities including workers breathing in thick dust and smoke, loud noise, and regular burns, among other things.</p> <p>Newspapers accounts from the time record grievous bodily injuries and deaths that took place at Eveleigh on a semi-regular basis. The realities of the harshness of working conditions may be something the audience of the ATP site could connect in with on the level of human experience. In this modern age, when Work, Health and Safety practices and the legality surrounding it, is so strong, it can be curious to imagine (or for some people, remember) a time when this was not an issue.</p>	<p>Developing local, regional and national economies—Industry Working—Labour</p>
Defining a Neighbourhood	<p>The neighbourhoods of Eveleigh, Darlington, Alexandria, Waterloo, and Redfern, were in no small part created and defined by the presence of the Eveleigh Workshops. The many cottages and terrace houses that are still present in these surrounding suburbs today, were built in response to the need to house workers close to the railway workshops. Families of railway workers grew in these areas, some younger generations following in the family footstep of working at Eveleigh. The size and nature of the small and compact residences has been one of the things to define the physical form of the area that still exists today. Eveleigh Railway Workshops did not exist in isolation to its surrounding area, but rather grew with and as part of the wider neighbourhood feel of this inner city living, helping to define not just its past, but the present character that we see today.</p> <p>Stories related to the social lives, activities and different interaction within the local community, based on work status and standing within the Eveleigh Railway Yards.</p>	<p>Peopling Australia—Migration Building settlements, towns and cities— Accommodation</p>
Eveleigh in Decline	<p>While Eveleigh developed and operated sophisticated machinery and highly skilled workers for the production and maintenance of steam locomotives, once diesel and electric engines reached NSW in the 1950s, Eveleigh was working on borrowed time. While an effort was made to modernize operations, the fact was that Eveleigh infrastructure was made to fit steam engines, and the skilled labour functioned in trades that were now redundant, and thus, Eveleigh Railway Workshops passed into obsolescence.</p>	<p>Developing local, regional and national economies—Industry</p>

STORY	DESCRIPTION	RELEVANT THEME
The reinvention of Eveleigh	<p>Since the closure of the Eveleigh Railway Workshops, both North and South Eveleigh were reinvention and adaptively reused for different purposes over the years. Carriageworks has successfully reinvented itself as an art, theatre and cultural events precinct (including cultural and dining events, whereas South Eveleigh has been subject to many various uses over the years, from Paddy's Markets, through to its reinvention as the Australian Technology Park until its recent purchase by Mirvac.</p> <p>It is important to tell the stories of the intervening years to ensure that there is a clear understanding of how the site has evolved from its hey day as an iconic railway workshop through to its current reinvention as the Commonwealth Bank Headquarters, commercial, retail and cultural heritage hub – the story of the new city within a city.</p>	Developing local, regional and national economies—Industry

10.0 Interpretative Context

10.1 Introduction

It is important to understand the physical and statutory constraints of a site, as well as its intended users, so that an appropriate set of interpretive products can be developed. Through understanding the context of place, including its constraints and opportunities, it is possible to create an overlay of interpretive elements that are not only pragmatic (from an ongoing management and maintenance aspect); but engaging and meaningful to the key stakeholders, including regular site users.

10.2 Opportunities

The Locomotive Workshop is part of a much larger site, surrounded by large areas of green, public parklands with services and amenities for recreation, leisure and entertainment and borders the high-density residential suburbs of Redfern, Erskineville, Alexandria, Waterloo, Eveleigh, Darlington and Newtown. It provides an excellent range of opportunities for cultural heritage tourism-related experiences that are engaging and relevant to contemporary society. The opportunities created through the redevelopment of the ATP site include:

- The creation of new public spaces for socialising, leisure and recreation. The new spaces will be open to the public and activated with carefully curated retail offerings, community programs and events to encourage regular public use. The Locomotive Workshop will continue to celebrate the working Blacksmith and will insert a mix of commercial and retail uses into the building, bringing back hundreds of workers and visitors to the site.
- The new public spaces surrounding the Locomotive Workshop, including the revitalised Innovation Plaza, will assist with ease of navigating the area as well as bring in a new local audience to the site;
- The site as a major workplace for over 10,000 workers will have a diverse and captive audience for the many different relevant historic and cultural themes associated with the iconic nature and history of the site;
- The redevelopment of the whole of the ATP site presents the opportunity to provide consistency in way finding and signage to assist patrons in accessing the site, including visitation to the Locomotive Workshops;
- As a total experience the redevelopment of the ATP presents an extremely unique opportunity to highlight several different stories through many different mediums, which facilitates the engagement of people from different age groups, interests and levels of knowledge;

- The redevelopment of the Locomotive Workshop presents the opportunity to produce innovative and creative heritage interpretation solutions/products that will draw cultural tourism visitors, school groups, interest groups and locals to the site; and
- The opportunity to work with the traditional Aboriginal land custodians as part of the overall cultural tourism to create products and experiences that will raise the awareness of visitors to the site of the significance of Redfern to the Aboriginal Community and its ongoing cultural connections.

10.1 Constraints

Although a unique site with a captive audience of workers, the site also presents some practical constraints that cannot be ignored when aiming to achieve relevant historic interpretation solutions for the site.

Specific constraints relate to:

- Gaining an understanding of future operational requirements and how these will impact use of, and access to, specific tenancy spaces;
- Any statutory requirements as determined by the NSW Heritage Division, the Heritage Council of NSW and the City of Sydney;
- The consideration of budgets for the establishment of heritage interpretation, and any associated ongoing maintenance costs; and
- The site is in close proximity to residential areas that may potentially be impacted by increased noise, traffic, sound etc. through increased visitation at the site so the needs of the residents should be considered.

10.2 Target Audience

The target audience for the Locomotive Workshops is extremely varied, ranging from:

- the current and future workers who will travel to the site from a multiple number of communities (Commonwealth Bank employees, retail employees, commercial tenancy employees);
- local residents of various cultural and economic backgrounds, interests, and ages,
- the local Aboriginal community;
- friends and families of the local Aboriginal and non-Aboriginal communities;
- destination-centric users who have a specific interest in visiting the site for key events being held on site (heritage or non-heritage relates) or to visit specific retail destinations, including cafes and bars;
- school excursion group visitors and cultural heritage tourism group visitors;

- Blacksmithing students and professionals, who visit Eveleigh Works, including metal artists, the blacksmithing and knifemaking community;
- rail, industrial heritage and engineering enthusiasts; and
- former workers.

It is intended that cultural heritage interpretation, including events and exhibitions, at the site will attract repeat visitation, as well as one-off cultural heritage tourists, such as rail, engineering and heritage enthusiasts, blacksmithing students (undertaking courses at the Blacksmith's workshop), cultural heritage tourist groups (both international and domestic), as well as school educational excursions.

The interpretation products are designed, therefore, to engage with the various types of site users, from the daily user who may be incidentally passing through the Locomotive Workshops on their way to the supermarket, gym, a café or work destination, through to the highly knowledgeable heritage and rail enthusiast who has chosen to visit the exhibits at the site and expects an authentic and engaging museum quality experience.

To embrace the differing levels of interest and knowledge amongst the key site users, it is proposed that the majority of key interpretation products installed will have three distinctive layers of information associated with them. This will allow for basic, medium and high-level understanding of the interpretation experience being presented. The different layering of information is proposed to be captured through the mix of physical installations and/or representation of information, a basic level of supporting information (in the form of text, soundscapes, visual aids or lighting to help explain the product); and then a digital overlay that will allow for a much deeper dive into the history and stories associated with the iconic history of the site.

11.0 Interpretation Approach

11.1 Introduction

There are a large range of interpretive products and initiatives proposed to ensure that the key stories at a site are told in the most effective and engaging manner possible. The key interpretive products are proposed to be installed within the central corridors and public spaces of the redeveloped Locomotive Workshop and within workspaces throughout the tenanted areas, with access available on heritage open days throughout the year.

The key interpretative products include:

- interactive displays and projections on internal and external facades of the building in key locations;

- interpretative opportunities in the choice of fabric and materials used in the amenities and potential tenancy fitouts;
- interpretation within the proposed external public spaces (within the curtilage of the Locomotive Workshop)
- site specific way-finding and digital content;
- public program of activities/activations including events, open days, rotating exhibitions and festivals;
- site-specific art and light installations.
- Inlays and text panels throughout the common areas of the Locomotive Workshops
- Additional digital solutions

The interpretive products will establish a clear dialogue between the local themes and stories as well as its broader Eveleigh Railway Workshops context (where appropriate), to ensure that the Locomotive Workshops of South Eveleigh remain connected to North Eveleigh, and their surrounding precincts.

This report provides information related to interpretation products that will be installed under the Stage 3 Interpretation Installation phase of the Locomotive redevelopment, as well as to establish potential opportunities for any other interpretation products to be installed in future developments of the Locomotive Workshops

It is important to match the interpretation to the site with the end users (target audience), and for this reason, only interpretive initiatives that are commensurate with the design of the proposed Locomotive Workshop, and broader ATP potential stakeholder interests and the subject site's end-users have been identified.

Any Aboriginal Cultural Heritage Interpretation proposed will be undertaken in consultation with the local Aboriginal community as they are the rightful owners and interpreters of their cultural heritage.

At this stage of the interpretation planning process, the purpose is to clearly identify the range of interpretive options and concepts that will be implemented in each bay of the Locomotive Workshop as part of the redevelopment to be undertaken at the site, as well as any key concepts that arise from the current works proposed by the approved SSDs (8517 and 8449).

The final proposed interpretive options to be implemented as part of the current works program are separated into zones, identified within each Bay of the Locomotive Workshop and presented in detail in Annexure A: *Locomotive Workshop Heritage Interpretation Plan Stage 2 for SSD 8517 and 8449*, prepared by Sissons/Buchan/Curio, April 2019.

11.2 Interpretation Zones

The Stage 1 Interpretation Strategy identified five key interpretative 'zones' across the ATP site as suitable for the installation of interpretation elements. The identification of these zones related to the differences in opportunities and constraints for interpretation, due to factors such as proposed use, site users/audience, site location, existing heritage assets, cultural landscape positioning and other development-related constraints.

The sitewide zones are presented in Figure 3, as follows:

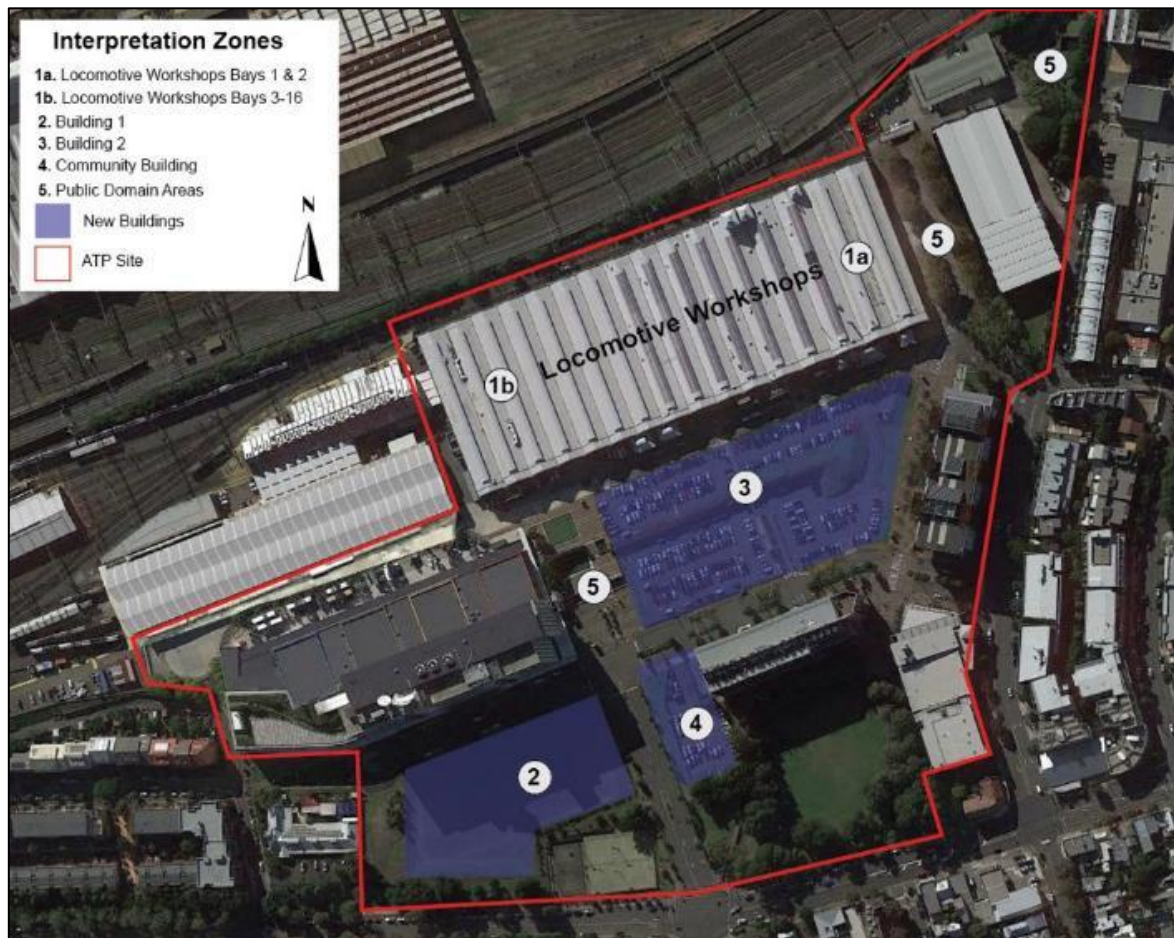


Figure 5: Stage 1 Strategy potential Interpretation Zones Across ATP, with the Locomotive Workshop Zones highlighted as 1(a) and 1(b) (Source: Curio 2016)

The proposed interpretation zones for the Locomotive Workshop, (which is the subject of this Stage 2 Interpretation Plan) were identified as Zone 1a (Bays 1-2 Blacksmith's Workshop) and Zone 1b (Bays 3-15 Commercial + Retail). Since this time, the zones for the Locomotive Workshops have been reassessed and further refined to more accurately reflect the proposed uses within the different Bays of the Locomotive Workshop.

As identified in the *detailed Locomotive Workshop: Heritage Interpretation Plan Stage 2*, prepared by Sissons, Buchans and Curio, April 2019, which is the key design documentation for this Stage 2 Interpretation Plan, the

Ground Floor and the First Floor plane of the Locomotive Workshop has been further divided into 3 key interpretation zones, instead of the original 2 interpretation zones.

Zone 1 (Bays 1-2) -includes the Ground and First Floor and represents the key concentration of heritage exhibitions, moveable heritage displays, interpretation and the Blacksmith's Workshop (denoted in the figures below as pink) .

Zone 2 (Bays 3-4a) – includes the Ground and First Floor Retail/Commerical uses which are generally publicly accessible (denoted in the figure below as blue).

Zone 3 (Bays 5-15) – includes the Ground and First Floor Commercial uses which are generally only accessible to tenants, workers, and on controlled access open days (denoted in the figures below as purple).



Figure 6: Ground Floor Plan of the Locomotive Workshop showing the key physical interpretation proposed (Source: Sissons/Buchans/Curio 2019).

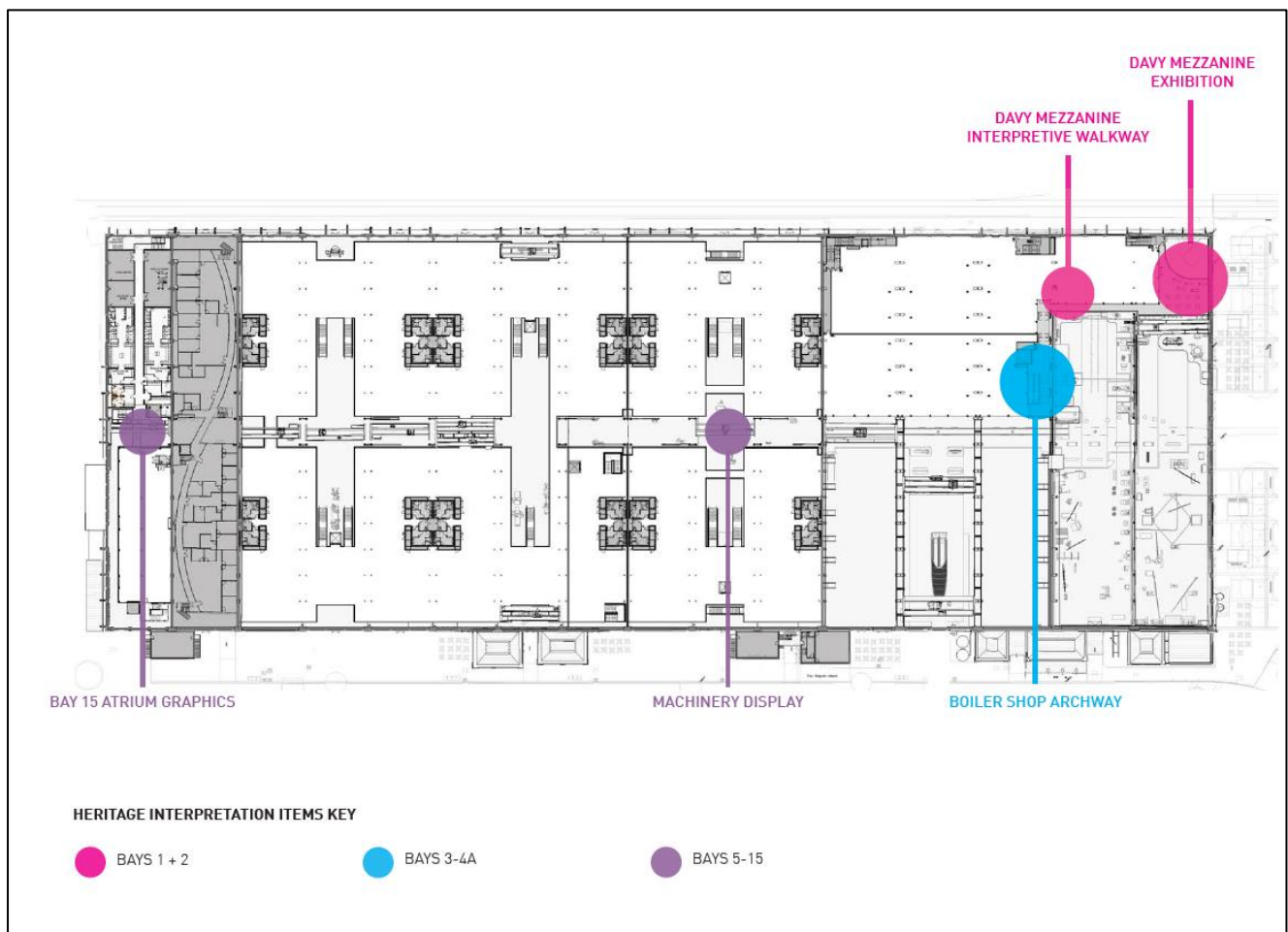


Figure 7: First Floor Plan, Locomotive Workshop, showing the proposed physical interpretation locations (Source: Sissons/Buchans/Curio, 2019).

11.3 Interpretation Principles

The design principles that surround the physical heritage interpretative products are a combined effort of the Mirvac design team, which included The Buchan Group, Sissons, Curio Projects and Mirvac. Initial design principles were developed, with the additional assistance of Trigger and involved the idea of defining a strong sense of place among the public spaces.⁴⁰

The main principles adopted for the development of the physical interpretation products are as following:

- Provide accessible interpretive support and context;
- Rich content drives design framework and locations for interpretation;
- Many voices tell the story;
- Connecting inside and outside in one seamless interpretive experience;
- Aboriginal people are the rightful interpreters of their own stories;

⁴⁰ Trigger Design, 2018

- Remove barriers, obstacles to understanding;
- Provenance is a priority;
- First-person accounts and primary sources of information to be used for stories, where possible
- Avoid panels and conventional interpretation where possible - be innovative; and
- Improve the existing offer.

11.4 Moveable Heritage Expertise

The moveable heritage displays and associated interpretative information will be curated in close consultation with International Conservation Services (Julian Bickersford, who has a strong working knowledge of the site), a curatorial expert (Claire Hickson, Curio Projects), The Buchans Group (Michael Curtis) and former workers, industrial experts and volunteers, such as Richard Butcher, Max Underhill and John Gibson. The current blacksmith, Matthew Mewburn, is also very knowledgeable about the key uses and applications of tools and will be significant in the consultation process.

12.0 Proposed Interpretation Design

The physical interpretation products proposed to be implemented throughout the Locomotive Workshop have been detailed in the design documentation, titled *Locomotive Workshop: Heritage Interpretation Plan Stage 2 for SSD 8517 and SSD 8449*, prepared by Sissons, Buchans, Curio, dated April 2019, and included as Annexure A. The following sub-section provides a brief summary of the intended outcomes for each bay, and a brief overview, of the types of content anticipated.

12.1 Insitu Machinery Displays

The CMP identifies that the moveable heritage collection within the Locomotive Workshop has suffered 'a loss of context for the industrial components of the site' as 'much of the remaining machinery does not have an obvious connection to its location' and that 'the relationship between the machinery and the layout of the workshops and how the two worked together has been obscured through relocation of most machinery'.⁴¹

Therefore, the proposed relocation of some moveable heritage items from within the Locomotive Workshop that are no longer in their original insitu location, ideally, more closely with their original context or use is intended, in order to improve the overall communication of the original function and heritage significance of Locomotive Workshop, as a whole.

The redevelopment of the site provides the opportunity to significantly increase the communication of the heritage values of these machinery items, within their broader context of the 'Locomotive Workshop' story, through new interpretative techniques, and/or reuse of the machinery for their original purposes, where possible.

An example of the types of storage and interpretative display cases being developed was included in a presentation to the Heritage Sub-Panel meeting (in March 2018), and other stakeholders, as shown in Figure 8 below.

⁴¹ GML 2013: 104



*Figure 8: Basic concept showing the lowset barriers, designed to maximise views to the machinery without being a trip hazard.
(Source: Sissons, Buchans, Curio 2019)*

Whilst the barriers are aesthetically in keeping with the industrial heritage fabric of the building they are also specifically designed to draw the viewer in through the use of concealed uplighting that highlights the machinery, can display interpretative information within the actual barriers; and allows for other interpretative elements, such as projections and display stands to be readily incorporated into the machinery exhibitions.



Figure 9: Ground Floor Plan showing the placement of machinery, and its interpretation throughout Bays 1-15 (Source: Sisson/ Buchans/Curio 2019)

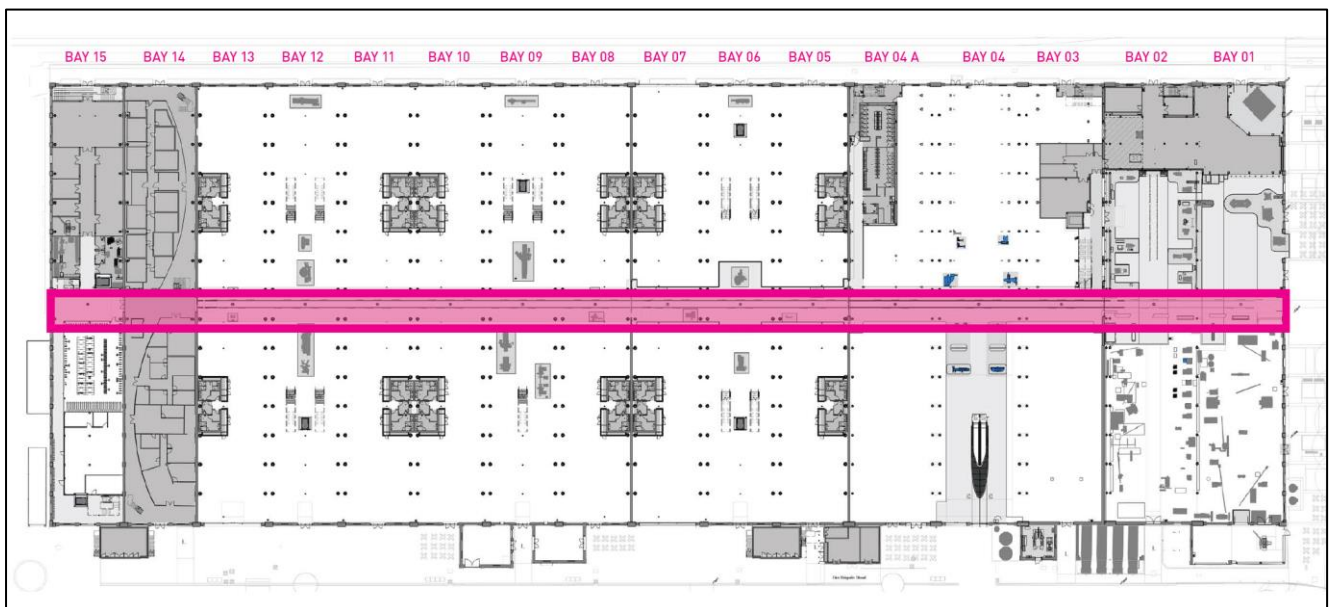


Figure 10: Central Corridor, preserving and interpreting the viewlines of the tracks and incorporation of interpretation along the tracks. (Source: Sisson/ Buchans/Curio 2019)

The central corridor that runs east to west from Bays 1-15 is currently covered in a mix of concrete with inlaid tracks and interpretative carpet. It is proposed to treat the central corridor consistently throughout to reinforce its significant, both visually and physically using insets within concrete. The bays will be numbered and interpretative inlays will be placed throughout each of the Bays from 1 through to 15.

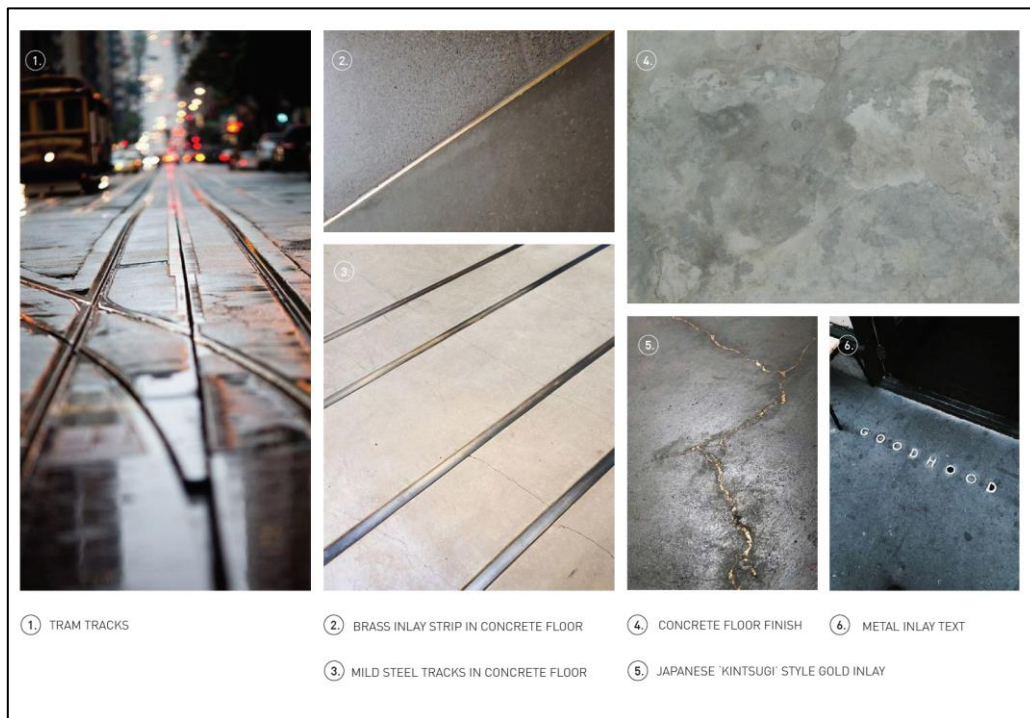


Figure 11: Image of inlay styles proposed for the central corridor. (Source: Sissons, Buchans, Curio. 2019)

12.2 Digital Interpretation

The digital layer represents a key product for the heritage interpretation of the redevelopment of ATP site. The digital layer will include 3 main heritage interpretation products, physical digital installations within exhibition panels and spaces identified on site, as required, and primarily within a website and a mobile app. The digital interpretation will form a key part of the ability for enthusiasts, teachers, tour guides, cultural educators and site visitors to explore the rich and significant history of the site, as simply or as deeply as they like.



Figure 8: Digital Layers allows visual experts to recreate powerful images of the past, using current and historic images, drawings, soundscapes and other relevant materials (Source: Pinterest. Little Green Cocoon. 2019)

The website represents a main source for access to detailed heritage interpretation content. It will enable the user to:

- understand the site as a whole;
- to access historic content in video, audio and text forms;
- to access the entire content of the mobile app and the stories displayed on the landscape of both the Public Domain space and Locomotive Workshops;
- to access a research repository;
- to follow up with the school curriculum content and program;
- to access the Aboriginal Cultural heritage programs; and
- to read about the research principles/reports that guide the new heritage interpretation of the redeveloped ATP site.

The mobile app represents both a part of the website as well as an independent product in itself. It will provide an interactive context to the physical interpretation layer within the Locomotive Workshops, by organizing the interpreted physical elements within the bays, in a georeferenced form of the key themes that will have specific stories for each theme. The app user will be able to scan some of the physical interpretative elements displayed in the Public Domain and Locomotive Workshops spaces according to each theme, with.

individual stories displayed using different multimedia resources, such as audio, video, augmented reality and text-based content.

This systematic approach represents the idea of letting the users walk through the landscape following a cohesive heritage tour of the site. In summary, the smartphone mobile app will allow:

- Access to links to more in-depth historical content of the stories surrounding ERW's past, including Eveleigh Stories;
- The user to follow distinct georeferenced storylines displayed on the landscape, connecting the Public Domain area with the interiors of the Locomotive Workshops building;
- The presentation of Aboriginal cultural, heritage programs and tours within the Locomotive Workshop
- Access to school curriculum and cultural heritage tourism programs during tours of the Locomotive Workshops; and
- The creation of a multimedia historic journey that will use audio, video and augmented reality resources to explain the stories surrounding ERW.

Signs and panels are a static heritage interpretation product that usually attracts people that are already heritage engaged, failing to catch the attention of different groups; and

Signs and panels are limited on its size, which limits the possibility of layering the stories of the ERW.

The flowchart on the following page explains the type of digital products that will be developed and the types of thematic groupings to be applied.

Scope of the Digital Layer

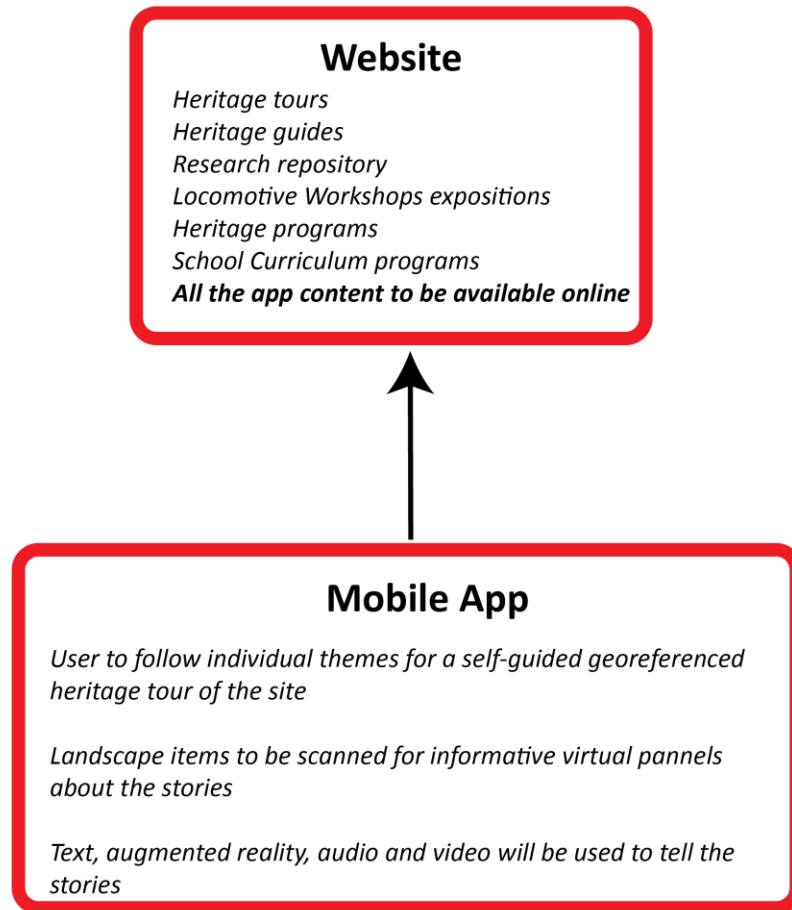


Figure 9: Flowchart Describing Rationale Process Of The Digital Layer To Be Developed Source: curio projects, 2019

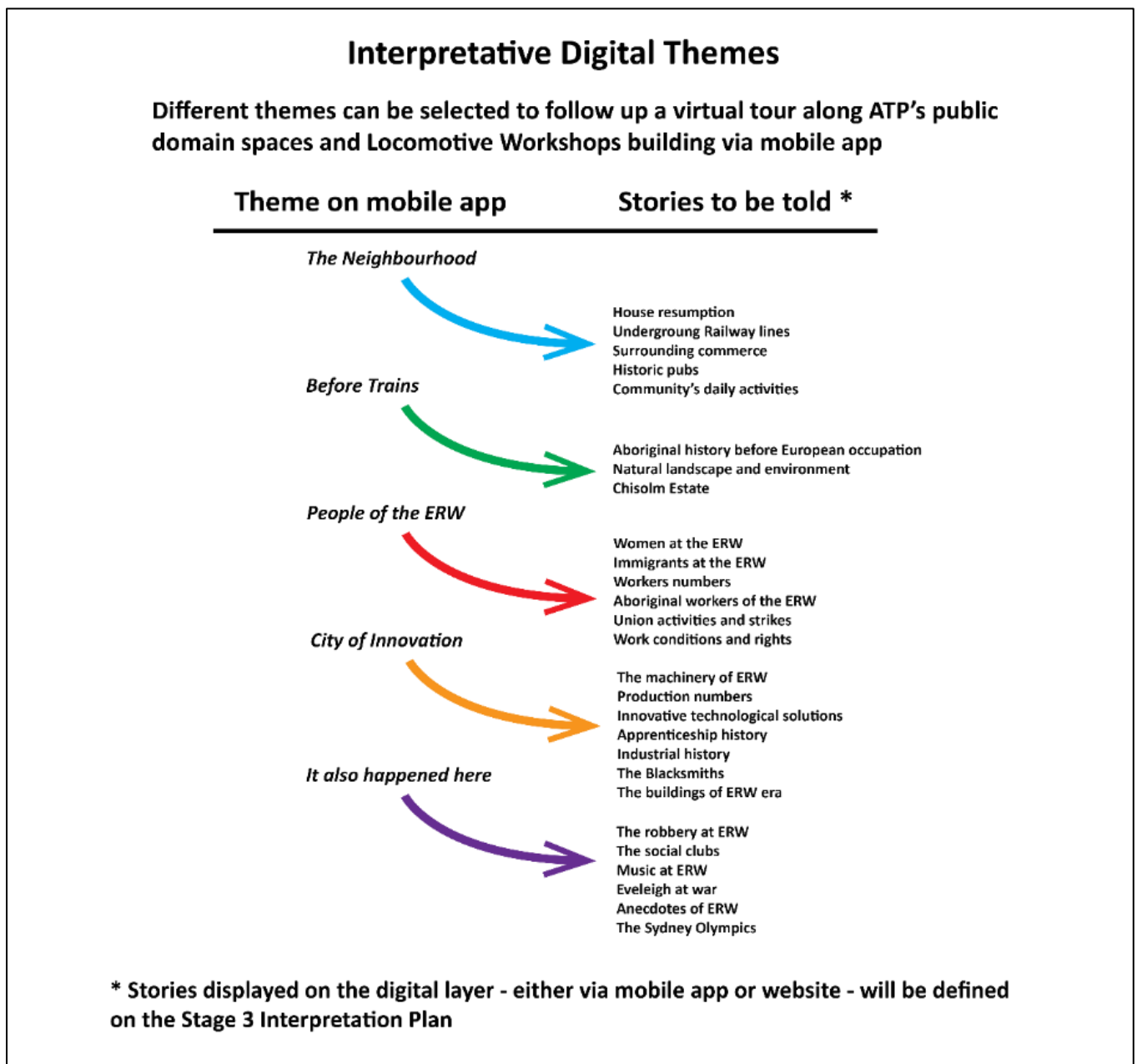


Figure 10: flowchart of examples of the key themes and potential interpretive stories to be explored via digital layer/mobile app.

12.3 Curated Exhibition Spaces + Displays

The exhibition spaces will be curated and subject to rotational displays. Opportunities for associated groups to host temporary exhibitions, can be explored as part of the interpretative programming for the site to ensure that the displays remain relevant, interesting and unique. An ongoing annual budget has been set aside to ensure that the exhibitions and digital displays will be maintained in working order and are not subject to vandalism and destruction over time.

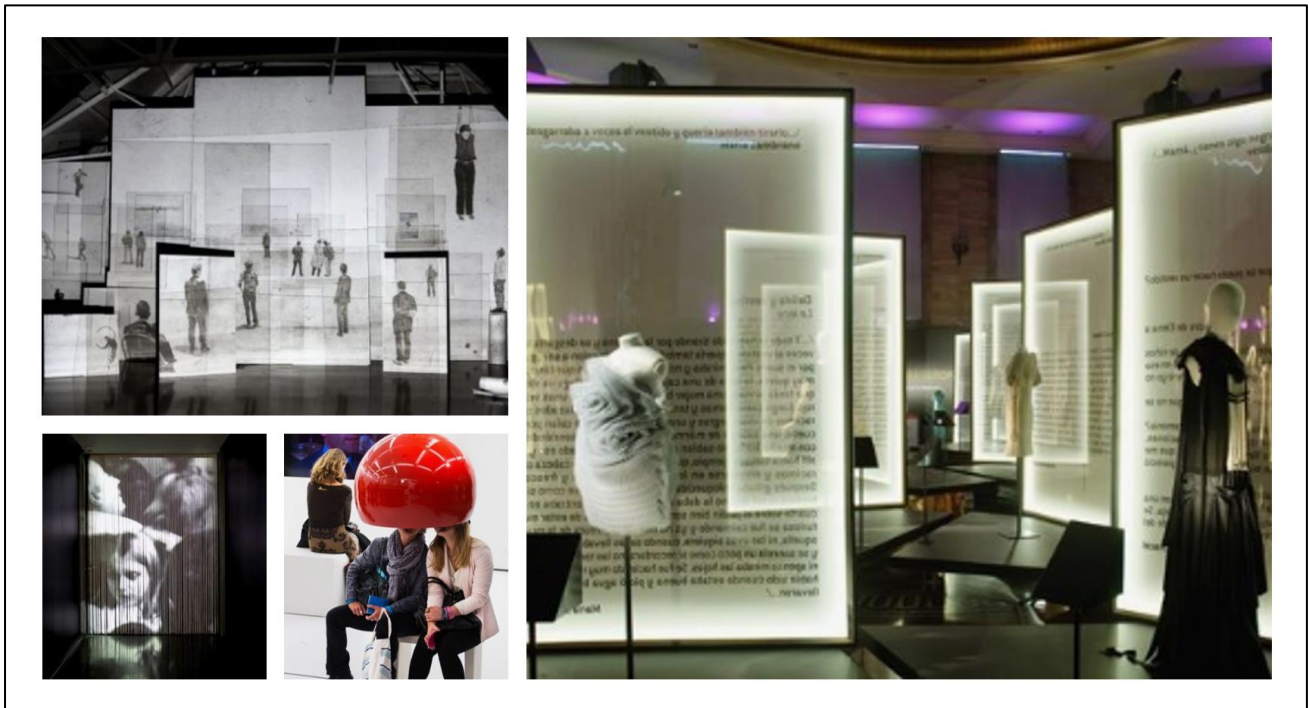


Figure 11: Exhibition Spaces can change over time and may allow to remain fresh and engaging (Source: Pinterest. Little Green Cocoon. 2019)

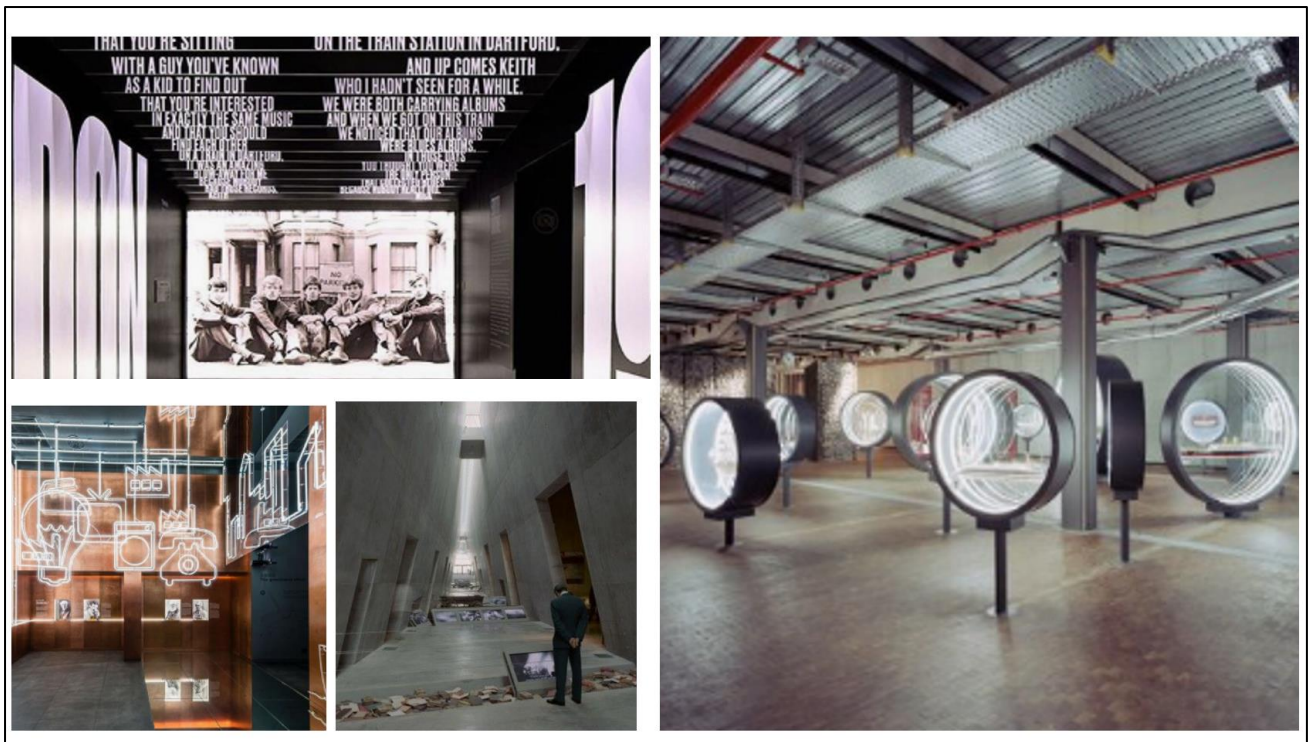


Figure 12: Displays can be simple and effective. (Source: Sissons, Buchans, Curio 2019)

12.4 Projections and Lighting Displays

A key non-intrusive interpretive element is lighting, both in the form of uplighting, interpretative lighting (ie. to create of sense of fire, heat) and also more complex projection style lighting. The Locomotive Workshops provides the perfect canvas for large-scale interpretative lighting that not only highlights the key architectural features of the building but can also tell significant stories about the site. Annexure A details the intended lighting program for the site, including the proposal to project onto the Northern Façade of the Locomotive Workshops in order to tell, visually, the stories of the workers.

One of the key lighting innovations is the use of projections directly onto key interpretative machinery in order to bring the machinery to life and to provide an insight into how the steam moved through the machinery to make it move and work.

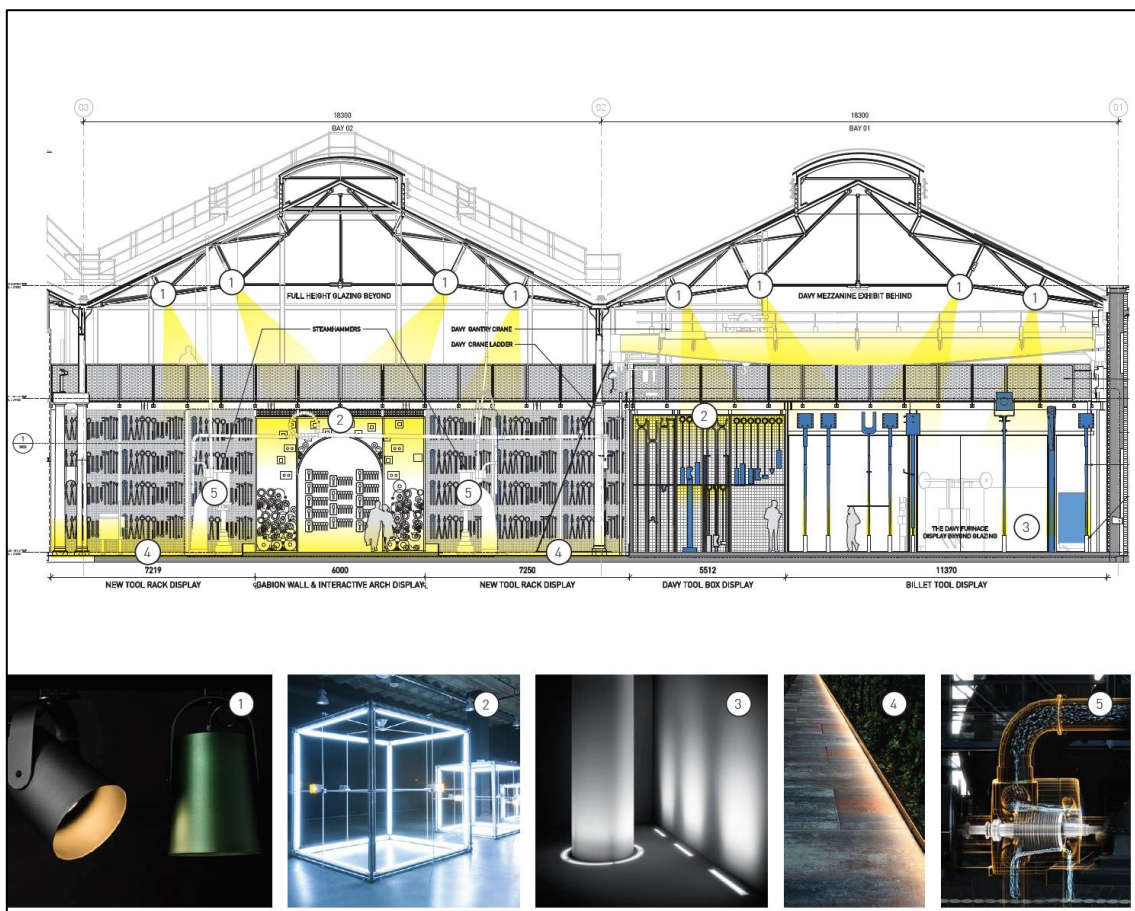


Figure 13: Various proposed Lighting Options to highlight key machinery, how they work and to create an exciting atmosphere reminiscent of the workshops in action (Source: Sissons, Buchans, Curio. 2019)

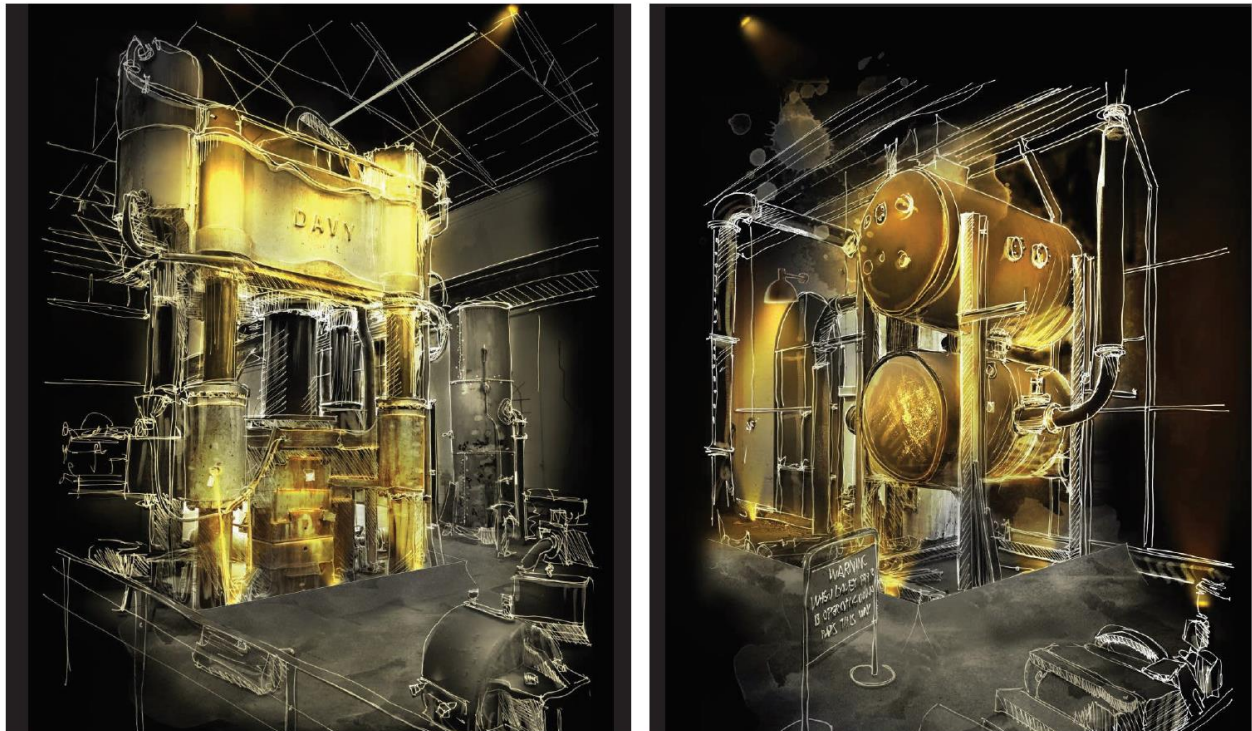


Figure 14: Point of View have provided concept design images of how the machinery will be uplit at night time and during special events. There will also be uplighting on the machinery throughout the day in order to celebrate the industrial patina and beauty of the machines. (Source: Point of View 2018).

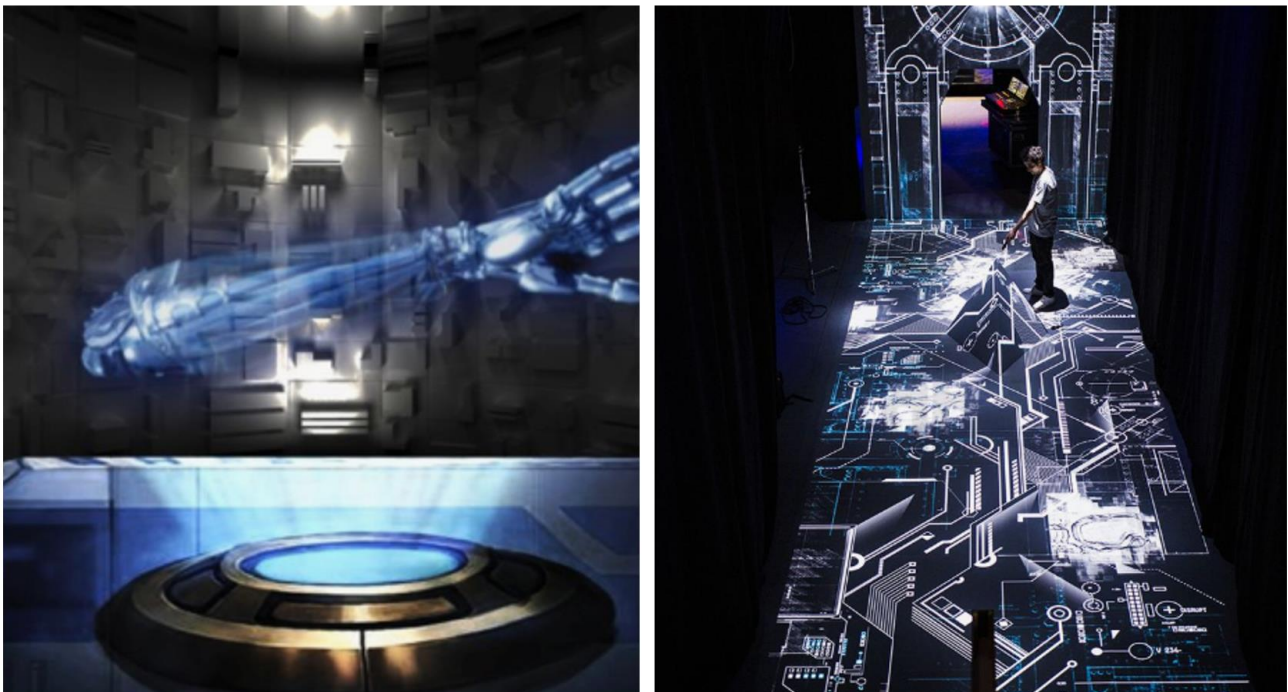


Figure 15: There is the option to use projections to help explain how machines worked and to create a sense of movement and wonder (Source: Pinterest. Little Green Cocoon. 2019)



Figure 16: External lighting to the facades of the Locomotive Workshops celebrate the workings of the building and the boiler rooms, which may otherwise be overlooked. (Source: Sissons, Buchans, Curio. 2019)



Figure 20: Fun, interactive night play with the shadows of the workers. (Source: Sissons, Buchans, Curio 2019).

12.5 Heritage Events + Cultural Heritage Tours

A program of annual, bi-annual and monthly cultural heritage events will be developed as part of the Stage 3 Implementation Process. The viability and suitability for hosting a variety of events and tours that were identified during the many stakeholder sessions will be explored in detail in order to finalise the event offering at the Locomotive Workshop.

Whilst the venture into the cultural heritage and retail hybrid is a new and innovative concept, Mirvac are well positioned to develop a world-leading authentic and iconic Historical and Aboriginal Cultural heritage experience within the ATP precinct. The existing built and cultural heritage assets throughout the precinct, with the Locomotive Workshops forming one of the key focal points, will be utilised as the basis for collaboratively designed retail and cultural tourism events, which will highlight the iconic industrial, social and Aboriginal stories associated with the site.

Mirvac will be seeking to attract both local and international tourists to engage in authentically delivered and designed content. Tours will cover culturally significant stories, and history through engaging storytelling, demonstration, specialised events and participation.

Further liaison with known cultural heritage tourism operators and professionals is possible through ongoing relationships with Destination NSW and Yerrabangan's work with NATOC.

Development of content for marketing and advertising of the heritage tours, for use in promotional material, media releases and websites will be streamlined because of existing connections to peak tourism bodies.

In the following tables, Ethos Urban were able to provide a succinct summary of the key event, displays and activity ideas and opportunities that were nominated by the various stakeholders throughout the consultation workshops held in March 2019.

As the Stage 3 final stories, events and digital products are developed, these summaries will form an important basis for further discussion, consultation and development of the cultural heritage tourism event calendar for the Locomotive Workshops, and the broader ATP site as a whole.

Aboriginal Community Event Feedback (Source: Ethos Urban)

Issue	Project response
Opportunity for ongoing engagement with Tribal Warrior on 'Culture Day Tuesdays'.	<ul style="list-style-type: none"> Regular attendance at 'Culture Day Tuesdays' to encourage open-dialogue.
Request for Tribal Warrior mentors to be taken on a site tour.	<ul style="list-style-type: none"> Site tour to be coordinated
Need for affordable events on site.	<ul style="list-style-type: none"> Public events on site will be free.
Need for affordable or free spaces for community groups such as Wyanga, Tribal Warrior, Redfern All Blacks, APY and Boomali to hire.	<ul style="list-style-type: none"> Eveleigh Green can be used for community events. The rooftop space will be available for hire. Opportunity for a dedicated community space will be explored.
Requirement for a venue and funding for the Wyanga Elders Olympics.	<ul style="list-style-type: none"> Project team to explore possibility of CBA funding for the event. Opportunity to utilise Eveleigh Green. Opportunity to accompany the event with native food stalls and medical stalls. Opportunity for CBA workers to volunteer at the event.
Request for further engagement with Wyanga Elders.	<ul style="list-style-type: none"> Project team to investigate opportunities to meet with Elders once a month. Potential for Elders to attend a site tour.

Heritage Stakeholder – Event Ideas (Source: Ethos Urban)

Topic	Idea
Anniversaries	<ul style="list-style-type: none"> May Day – Celebration of workers' rights (equal pay), activities undertaken for women workers, Aboriginal workers. International Women's Day – link to historical stories at the Locomotive Workshop. 100th anniversary of war. Centenaries of machinery. ANZAC Day. Honour Boards. Railway specific Battalions. Synergies with railway industry events – state rail activities. International Blacksmithing competitions. Activities during Aug-Oct – 1917 Great Strike period.

Topic	Idea
Public Exhibitions	<ul style="list-style-type: none"> • Vivid Sydney – lights to draw in crowds into Eveleigh. • Re-examine other Australian and NSW rail museums for comparisons of tools, heritage and rolling stock of displays. • Liaise with the technology museum at Sofala NSW. Also, Bathurst Gold Diggings – Mt. Panorama, Bathurst. • Develop “excursion packages” for marketing to schools. • Hands-on tours and interactive – cupboards, pull out displays, holograms.
Music and theatre	<ul style="list-style-type: none"> • Play – develop a performance piece about Eveleigh history. • Music performance including railway waltz – orchestra and modern music.

Community Feedback - Event Ideas (Source: Ethos Urban)

Topic	Idea
Events	<ul style="list-style-type: none"> • Blacksmithing events: <ul style="list-style-type: none"> – Pop-up Blacksmith competitions. – Industrial themed international conferences. – Metal arts festival - e.g. Iron Fest (currently looking for a venue). Attracts 20,000 people.

Topic	Idea
	<ul style="list-style-type: none"> - Traditional tool fairs. - NSW Artist Blacksmith Association. - Forging in July event. - Trades of Yesteryear > demo days, festivals. • Railway related events: <ul style="list-style-type: none"> - Train/railway anniversary (175th?). - Rail expo – currently in Central Station. - Rail heritage week. • Centenaries/anniversaries “the hook”. • Seasonal events. • Pub crawl – 7 to 8 pubs. • Night tours – links with Vivid Sydney. • Ghost tours. • Labour Day. • 8/8/8 memorials. • May Day. • CBA – kids@work day. • Family day. • Markets (different from Carriageworks). • Theatre/film events. • Music: <ul style="list-style-type: none"> - Local talent/Indigenous/Koori Radio. - Acoustic sessions. • NAIDOC. • Premiers who came through Eveleigh. • Vivid Sydney. • Open Sydney. • Festival of Dangerous Ideas.

Topic	Idea
Public exhibitions	<ul style="list-style-type: none"> • Tactile displays. • Comparing workers stories across time – e.g. cleanliness and how the site is cleaned today. • Think about the future users of the site – the next generation. • Sponsors for the upkeep of machinery. • Metal version of ‘Canberra Glassworks’. • Opportunities for local artists to exhibit their work (e.g. Eora TAFE). • Use the plaza for events and interpretation. • Casualties and accidents - lack of security of rights today.
Education	<ul style="list-style-type: none"> • Artist/writer in residence - metal, particularly forged. • Living museum. • Lecturers on a variety of topics (modern issues). Guest speakers – similar to City of Sydney talks. • Indigenous tours: <ul style="list-style-type: none"> – Aboriginal bush food – talks, gardening, eating and cooking, pop-up dinner party. – Indigenous origins tours. • Connections with Men’s Shed. • Accessibility: <ul style="list-style-type: none"> – Inclusive educational exhibitions etc. that cater for a range of learning disabilities and incomes. – Connect with I.C.E (Info Cultural Exchange). • Engineering conferences could be held here. STEM presentations to try and encourage people into STEM careers.
Digital Trails	<ul style="list-style-type: none"> • Chifley. • Local Aboriginal tours – talks.

12.6 School Education Kits

Mirvac, as part of the redevelopment of the Locomotive Workshops will develop educational programs linked to the NSW syllabus. Mirvac will ensure high quality curriculum linked education programs that meet with the NSW Education Standards and create shared understanding of Aboriginal cultural values, historical values and constructs linked to the broader ATP precinct.

The interpretation proposed to be implemented within the Locomotive Workshop precinct will enable the opportunity to showcase and interpret existing natural, built and Aboriginal cultural heritage values and assets, to develop a range of syllabus linked education programs relevant to the learning across curriculum (LAC) areas for all stages of learning. Key focus on K – 10 (Early stage 1 through stage 5) Human Society and Its Environment (HSIE) syllabus of History and Geography, as well as many others.

With a new Syllabus implemented in 2018, Mirvac and its consultants will work closely with the NESA to ensure appropriate content and outcomes are embedded within the newly developed educational program framework.



Figure 17: The Blacksmith hard at work whilst teaching blacksmithing students, also provides an excellent opportunity for incorporation into school tours. (Source: Curio 2015)

School Educational programs, to be accessed via the website and/or mobile app will be developed for each of the over-arching key themes that guide the interpretative experience at the Locomotive Workshops. This will include the development of story modules appropriate for use by schools (Primary K-6), and (Secondary 7-12).

AUSTRALIAN HISTORICAL THEME	NSW HISTORICAL THEME
2. Peopling Australia	Aboriginal cultures and interactions with other cultures
2. Peopling Australia	Migration
3. Developing local, regional and national economies	Industry
3. Developing local, regional and national economies	Technology
3. Developing local, regional and national economies	Transport
4. Building settlements, towns and cities	Land Tenure
4. Building settlements, towns and cities	Accommodation
5. Working	Labour
7. Governing	Defence
8. Developing Australia's cultural life	Social institutions
9. Marking the phases of life	Persons

12.7 Aboriginal Education Programs

The Locomotive Workshop Aboriginal Educational Programs will build upon the existing collaboratively designed tourism products that are being developed by Yerrabingin and Mirvac with the Aboriginal community and key industry stakeholders for the Public Domain, which includes the Aboriginal Community Garden, the Roof Top Garden (Building 3) and key public spaces throughout the ATP site.

Mirvac, with the assistance of Yerrabingin and Curio Projects, will be seeking to attract both local and international tourists to engage in authentically delivered and designed content. Tours will cover culturally significant stories related to the modern Aboriginal social, cultural and political history in Redfern, including stories of Aboriginal Workers, Activism and the development of Redfern as the urban heartland for Aboriginal people, to be told by Aboriginal people, through engaging storytelling, school educational kits, demonstration and participation.

Garnered research will further enhance tour offerings through traditional Aboriginal cultural histories and stories pertinent to the local area. Similarly, training and development opportunities with institutions such as Eora TAFE can provide ongoing tour guiding experience for local Aboriginal community members. Links to the Tribal Warrior Association can provide further occasion for local Aboriginal community members to gain cultural knowledge and tourism industry experience. Connections to Yarn'n Aboriginal Employment Services and Aboriginal Employment Strategy Redfern will also enable possible traineeship opportunities with Yerrabingin.

Further liaison with known cultural heritage tourism operators and professionals is possible through ongoing relationships with Destination NSW and NATOC enabling further recruitment and training of Cultural Heritage Officers/Aboriginal Educators for the site.

Yerrabingin training for the Cultural Heritage Officers/Aboriginal Educators and associated staff to be employed on site.

Development of content for marketing and advertising of the Aboriginal heritage tours, for use in promotional material, media releases and websites will be streamlined because of existing connections to peak tourism bodies.

Cultural Awareness and Community Outreach

Site-specific cultural heritage modules to support the occupants and working community of ATP, with the local Aboriginal community in cultural competency and awareness to support reconciliatory action and principles.

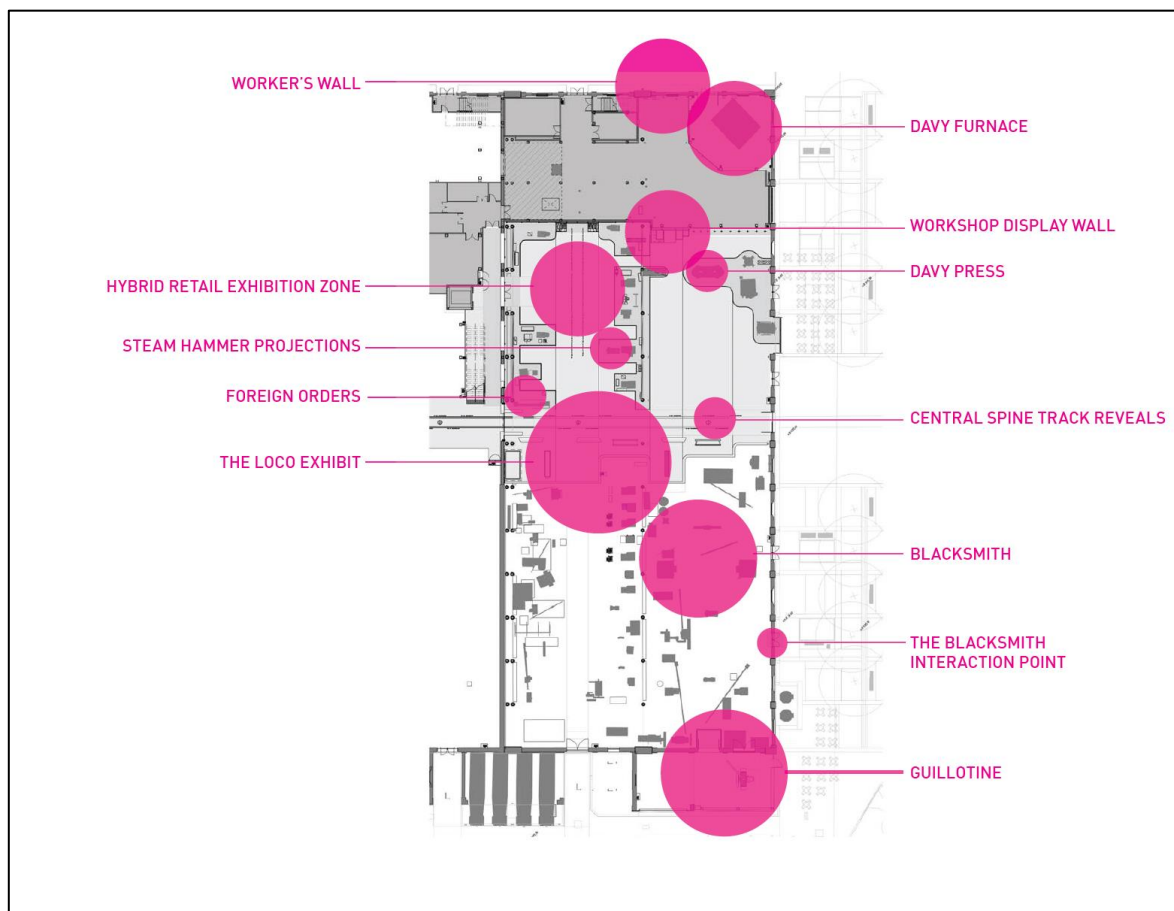
A suitable program incorporating Aboriginal cultural protocols can be developed and offered as a component of ATP working community inductions or as a component of organised onsite cultural awareness workshops. Community open days to engage ATP tenants and the local Aboriginal community to celebrate connection to country and promote greater understanding of the significance of the local area to the Cadigal and neighboring clans will enable further awareness.

12.8 Interpretation Proposed for Bays 1 + 2

The interpretation proposed for Bays 1 +2 of the Locomotive Workshops will:

1. Provide a new, exciting arrival entry experience from Innovation Plaza, into Bays 1 and 2 by removing barriers and obstacles to the existing heritage collection in Bays 1+ 2 North, serving to make the appreciation of the insitu machinery in these bays more open, free and accessible while retaining the industrial character of the space. The aim is to create a vibrant, activated publicly accessible interpretive space that can also accommodate commensurate retail or events.
2. Removal of all the timber barriers that prevent closer access to and interaction with the insitu industrial machinery and its replacement with alternate, less intrusive protection throughout Bays 3-4a that also provide interpretative content opportunities. The design allows for specialist uplighting and interpretive wording to be included in the displays. The proposed design is indicative of the treatment to be applied throughout the whole of the workshop and in the public domain areas, where relevant.

3. Creates an exciting, interpretative shop 'front' to the Blacksmith and the Locomotive Workshops that can be used for events, viewing the blacksmiths at work and for blacksmithing and other heritage tours.
4. Creates a site-specific heritage exhibition space within the ground floor and mezzanine level of Bays 1+2 that will include static and rotating exhibitions related to the multitude of stories to be told about the Locomotive Workshops and its workers.



*Figure 18: Zone 1 Plan showing proposed interpretative elements in Bays 1 + 2, Ground Floor
(Source: Sissons, Buchans + Curio, 2019)*

The key stories that will be further explored as part of the physical interpretative layers being implemented at the Ground Floor level in Bays 1 + 2, as shown in the Figure above, (and as detailed in the report included in Annexure A) . will relate to the dangers and hardships faced by the workers on daily basis, stories about the foreign orders, the process of Blacksmithing, the Davy Press, Furnace and Gantry (and how it was used, what it made, how many men were required to work on it), the story of the Guillotine, and the detailed interpretation

of how the boilers fed the steam hammers, etc., and functioned to create the power required to undertake the key blacksmithing activities on site. The day in the life of former workers will be explored and Richard Butcher's workstation will be authenticity interpreted with direct input from Richard Butcher. Other key former workers will also be consulted about the authentic interpretation of other workstations being interpreted within Bays 1 + 2 so that the stories can be told from many angles.

The process of blacksmithing will be described in detail within the exhibition space in the south of Bays 1+2. The ground floor exhibition spaces will provide stories related to the site's iconic history with associated displays, information and models, where possible, to help explain and describe the process of locomotive construction and repair at the Locomotive Workshop.

For ease of reference, a short summary of the types of interpretation proposed is provided in this sub-section of the report.

12.8.1 13.11.1. Interpretation of Work Stations

As detailed in Annexure A: *Locomotive Workshop Heritage Interpretation Plan Stage 2 for SSD 8517 and 8449*, prepared by Sissons/Buchan/Curio, April 2019, the majority of workstations within Bay 2 North will be kept insitu and reinterpreted in a more meaningful way, using projected lighting, to help explain how machines used steam to function, through to signage, more authentic displays of work stations, developed in consultation with former workers, including Richard Butcher, and moveable heritage experts with a working knowledge of the site so that each work station can read as authentic and has a deeper level of meaning attached to it.

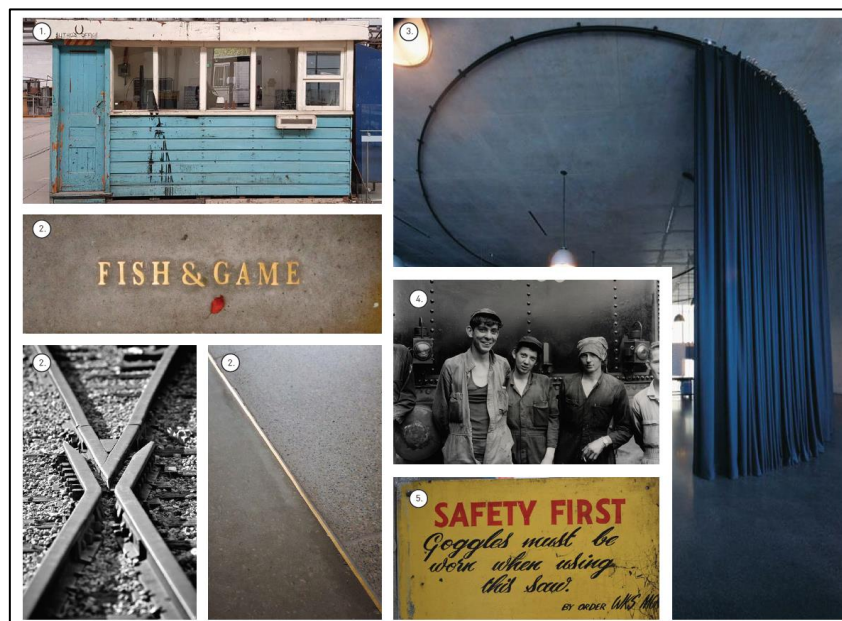


Figure 19 : Examples of elements to be interpreted within the public spaces of the Bays 1 + 2 (Source: Sissons/Buchans/Curio 2019).

The tool collections will be reorganised, where required, to recreate authentic replications of former work stations so that they can be accurately interpreted. The moveable heritage displays and associated interpretative information will be curated in consultation with International Conservation Services (Julian Bickersford, who has a strong working knowledge of the site), a curatorial expert (Claire Hickson, Curio Projects), The Buchans Group (Michael Curtis) and former workers and volunteers, such as Richard Butcher and John Gibson.



Figure 20: An example of the powerful aesthetic appeal of the display of repeated objects (Source: Pinterest. Little Green Cocoon.2019)

12.8.2 Small Tool Displays



*Figure 25: Proposed Small Tool Display, mounted on the Loading Dock Wall
(Source: Sissons, Buchans + Curio, 2019)*

A key element of the Ground Floor Exhibition and Interpretation in Bays 1 + 2 is the Small Tool display mounted on northern loading dock wall. This display will include arrangements of tools, by typology, with interpretation to explain how the tools were made (if necessary), what they were used to make and any other interesting and quirky facts that will engage the visitor, such as the equivalent weight of tools against other well known items. There will be an interactive display area, with tactile objects, including replica tools, patterns or other elements for parents to explore with young children. Further details of the small tool display and design is provided in Annexure A.

12.8.3 13.11.3. The Davy Press, Overhead Gantry and Davy Furnace

The relationship between the Davy Press, the Overhead Gantry and the Davy Furnace will be explored through physical interpretation, interpretative lighting, lights projections and digital products.

The detailed design of the loading dock wall will ensure that the relationship between the Davy Press, the Furnace and the Overhead Crane remains as open and transparent as possible. Clear glazing to the loading dock wall in Bay 1 north will ensure that the furnace is very clearly visible when viewed from within Bay 1.

A representative sample of the moveable heritage items that have a direct relationship with the Davy Press and associated machinery will be mounted on the loading dock wall close to the actual Davy Press machinery.

There will be an interpretative overlay which includes physical interpretation, as well as digital interpretation of stories related to the Davy Press and Davy Furnace. Rather than rely on the physical location between the three elements to tell the story (current situation on site), it is proposed to retain the physical locations and then add digital and physical layers of information that relate to:

- how and why the machines were used in conjunction with one another
- what items they made, including displays of finished pieces; and
- the human stories related to the processes of using the Davy machinery, including the logistics and team work required.

Currently, there is no formal interpretation of these elements, which means that there is no ability for members of the public to understand that the Davy Furnace, Davy Press and Overhead Gantry, as well as moveable objects stored nearby, are even associated with one another in terms of use and function. It is not clear what the Davy Furnace and Press were used to make, how they were operated and/or why they are so important as pieces of industrial heritage. Therefore, once the Stage 2 Interpretation Strategy for the Locomotive Workshop is approved and the interpretation installations are complete, it is considered that the interpretative content will actually add the meaning, understanding, and stories to, the once powerful and significant machinery associated with the majestic Davy Press.

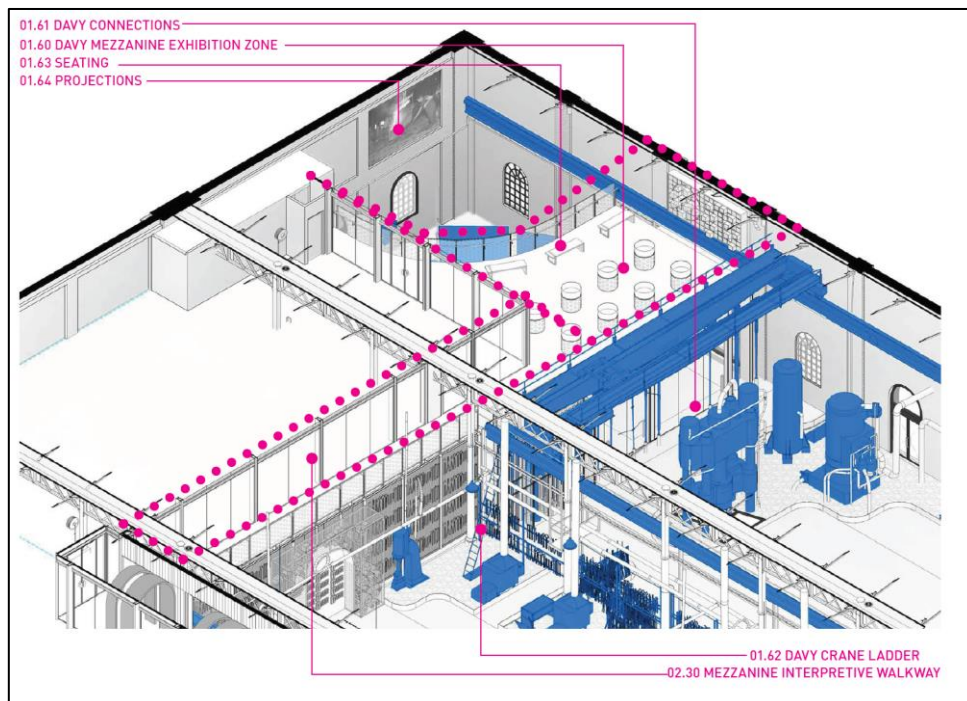


Figure 21: First Floor Exhibition Space (Source: Sissons/Buchans/Curio 2019)

12.8.4 The Blacksmith's Workshop + Steam Hammer

The proposed interpretative treatment of the Blacksmith's Workshop in Bays 1 and 2 South has been developed in close consultation between the Blacksmith Mirvac, Sissons Architects, Buchans, Trigger and Curio Projects and was presented to the Heritage Sub-Panel at it's meeting of the 18th March 2018.

There is a particular focus on ensuring that the interpretation for the Blacksmith Workshop (Eveleigh Works) is world-class, authentic and is developed in close consultation with the encumbered Blacksmith so that it highlights the ongoing blacksmithing activities on site. It will provide a strong basis for the proposed development of cultural heritage tourism programs and creates an exciting, interpretative shop 'front' to the Blacksmith and the Locomotive Workshops that can be used for events, viewing the blacksmiths at work and for blacksmithing and other heritage tours.

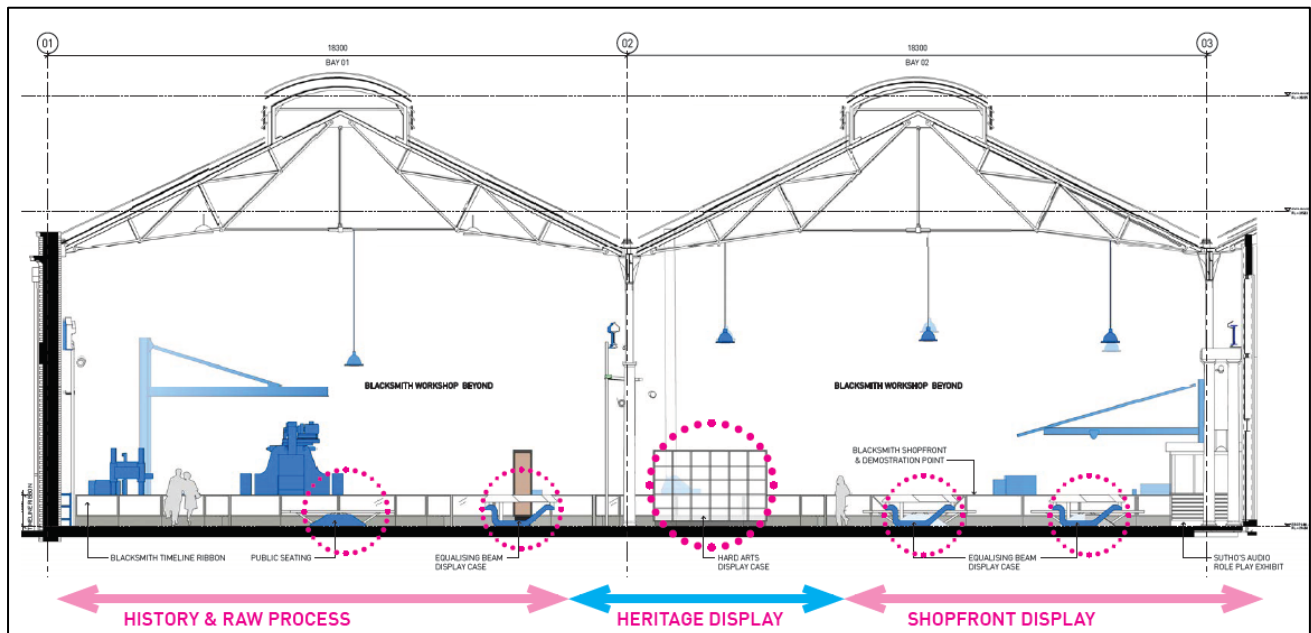


Figure 27: This elevation shows where the intended new heritage safety wall will interpret the different stages of the blacksmithing process and also provide a shopfront display area for the Blacksmith (Source: Sissons/Buchans/Curio 2019).

Dirt flooring will be reinstated within key locations throughout the southern bays of the working blacksmith to ensure that there are optimal working conditions for the blacksmith and his team. The reinstatement of dirt floors also provides an interpretative opportunity that will be used to describe how and why dirt floors are the most appropriate flooring for blacksmithing and was the original flooring style throughout the whole of the Locomotive Workshops when it was in use.

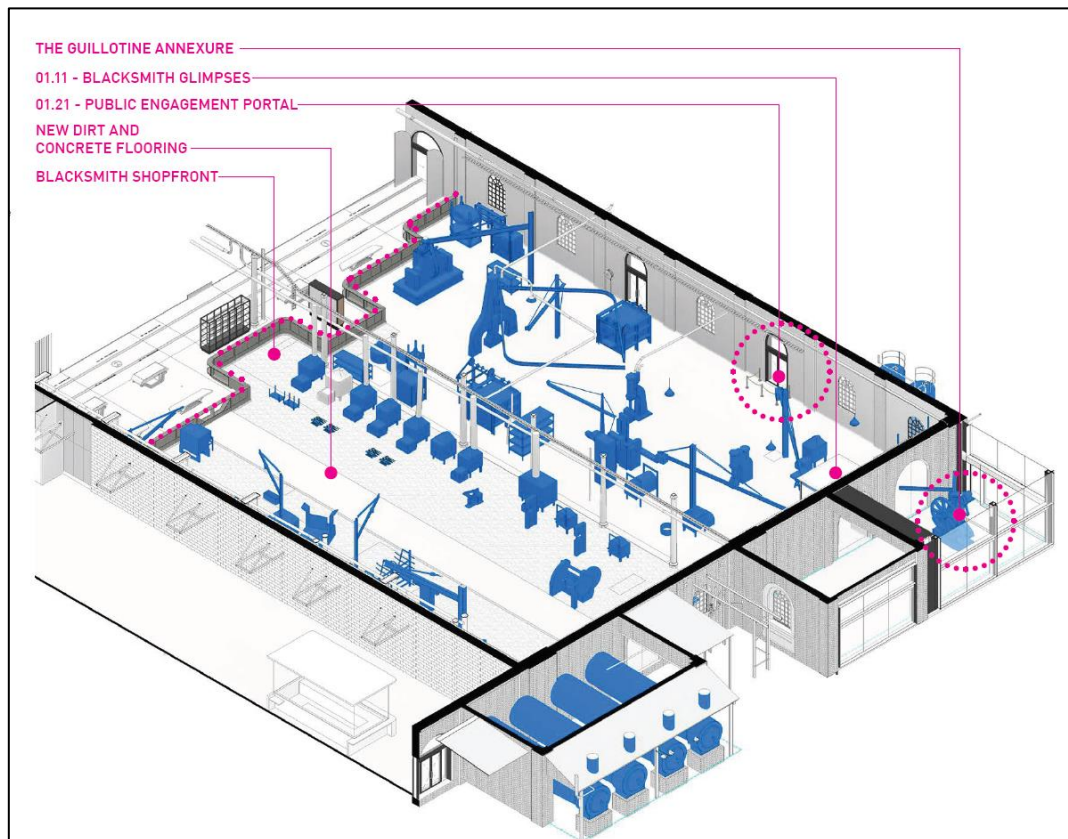


Figure 28: The opening up of views into the Blacksmith's Workshop from new locations and an improved shopfront will allow for greater public viewing of the Blacksmith and his team at work. (Source: Sissons/Buchans/Curio 2019).



Figure 22: Design for the Blacksmith's Workshop Entrance, including exhibitions, display cases and the history of blacksmithing. (Source: Sissons/Buchans/Curio 2019).

Mirvac, Curio and the Blacksmith are working closely together to explore the avenues for bringing the steam hammers in Bays 1 + 2 South back into action, using air pressure rather than steam, where possible. An initial investigation of the potential for them to be brought back into action will be undertaken in the first instance, and if demonstrated to be possible (and safe), then the funds will be committed to bringing the steam hammers back into working order. An interpretative program to be developed with the blacksmith to ensure that the stories about their role and function within the workshops can be readily told, as part of tours within Bays 1 + 2 and as part of the work that the blacksmith undertakes in his workshops and events.

12.8.5 Ground Floor Exhibition Space – Bays 1 + 2

The Ground Floor Exhibition Space in Bays 1 + 2 serves as the introduction to the Locomotive Workshops from a cultural heritage perspective. It will provide an outstanding interpretative shopfront for the working blacksmith and will provide the context for why the whole of the precinct is significant, in terms of its role in the Industrial Revolution in Australia. The space will remain publicly accessible and provides seating so that visitors to the site can sit and watch the blacksmiths at work. The exhibition space includes digital, physical and rotational displays that will relate to the story of blacksmithing, the stories of the workers and their workstations, the foreign orders (illegal works carried out during work hours behind canvas screens), and interpretation of the work place management regime.

It is proposed to properly interpret Sutho's Office (as depicted below) within a new location in the ground floor exhibition space near the entrance to Bays 2 +3. The role of the work manager within the ERW workplace and the relationships between the bosses and the workers will be further explored within Sutho's Shed. It is intended to include interactive audio elements and other interpretative stories associated with the daily work lives of the managers and workers on site.



Figure 30: Sutho's Shed will be interpreted using audio and interactive physical displays that focus on stories of managers and workers. (Source: Curio 2015).

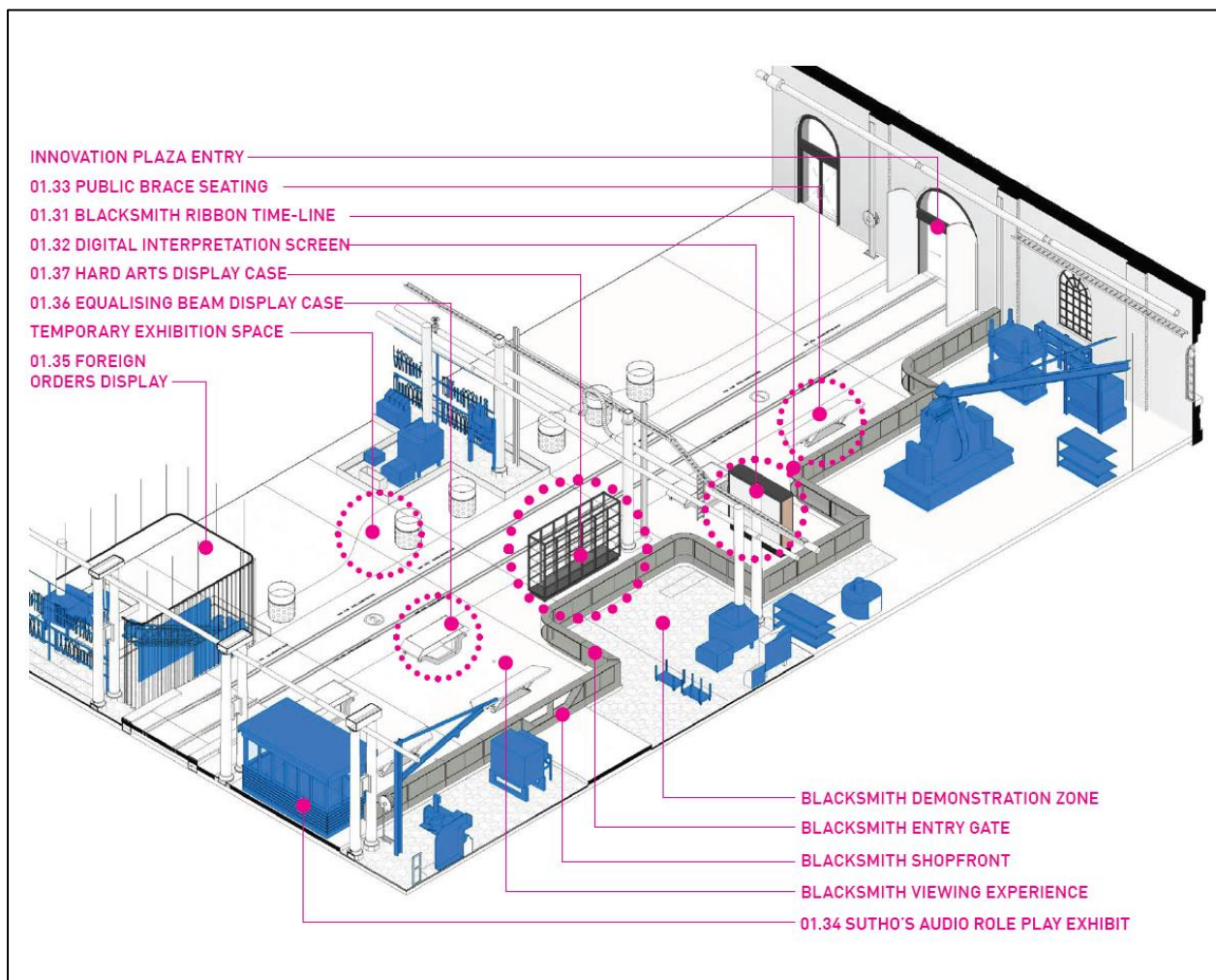


Figure 31: The Exhibition Space on the Ground Floor is designed to have moveable exhibition display cases on the northern side, with fixed exhibition spaces on the southern side of the bays, which will still have the flexibility for content updates and changes (Source: Sissons/Buchans/Curio 2019)

12.8.6 First Floor Exhibition Space – Bays 1 + 2 North

The Bays 1+2 First Floor Exhibition Space (referred to as the Davy Furnace Mezzanine) will be accessed via an interpretative walkway in Bay 3 and is intended to form an exhibition destination, either as part of the regular guided tours of the sites, school excursions or through individual exploration of the site.

The exhibition space allows for rotating exhibitions and provides an excellent viewpoint for interpreting the Davy Press, the Davy Furnace and the role of the gantry. It is intended that at least two fixed virtual reality binocular or telescope style goggles will be located on this level to allow visitors to experience the hustle and bustle of the Locomotive Workshop from a bird's eye perspective. It will even allow for a trip back in time, to view the site prior to its occupation by the Locomotive Workshops.

In addition to this, the highlight will be the curiosity cases that will house many stories, photographs, momentos, letters, objects and other archival documentation that relate to the workers associated with the

site. The focus will be on stories and associated objects that are of interest and represent the key stories highlighted in the stakeholder consultation sessions as being important to tell.

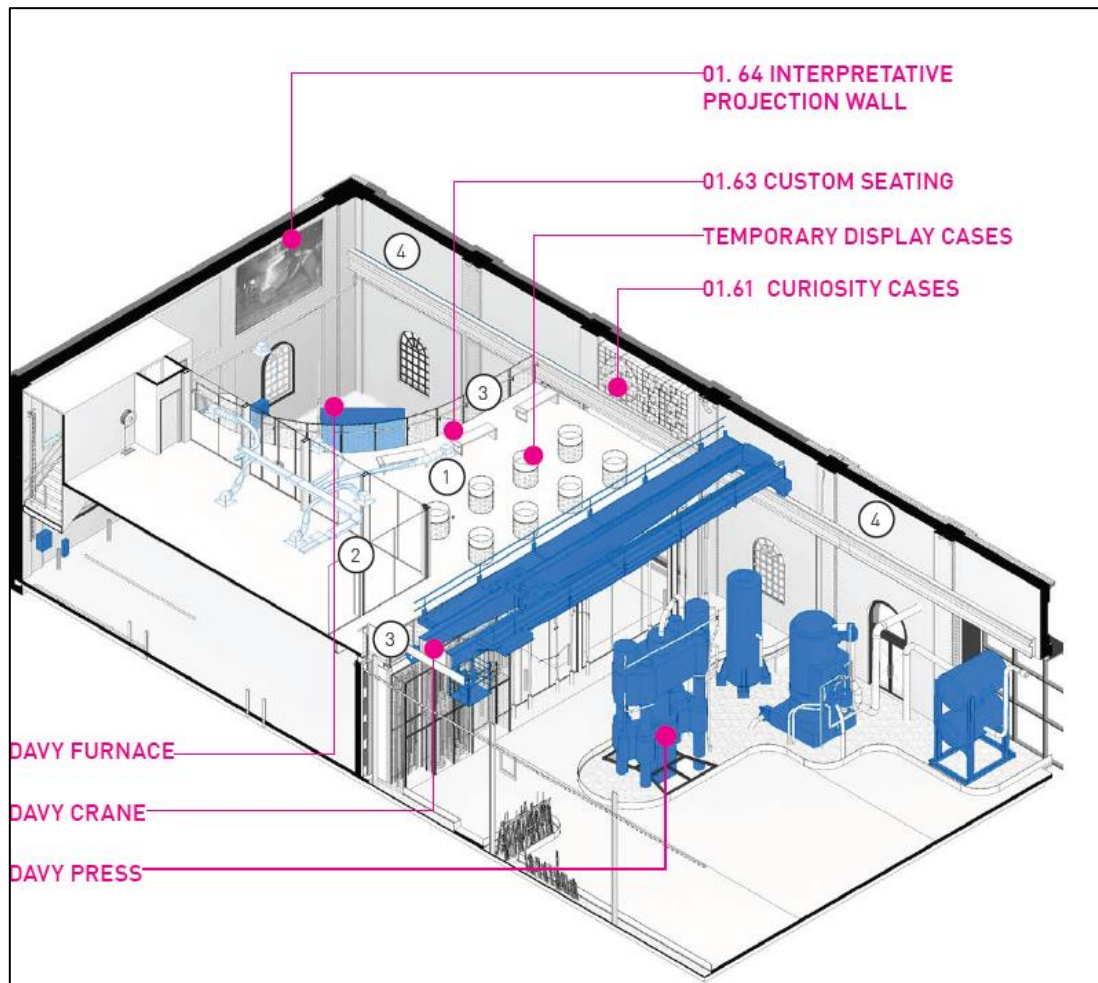


Figure 23: The mezzanine Exhibition Area, offers views across the whole of Bays 1 + 2, provides for a rotating exhibition space and allows for interpretation of the Davy Press, Davy Furnace and Gantry (Source: Sissons, Buchans/Curio 2019)

The exhibition space will have fixed and rotating exhibitions that will be designed and curated by Curio's experienced curator and interpretation specialist; Claire Hickson, Moveable Heritage Expert, Julian Bickersford of International Conservation Services, with the design services of The Buchan's Group. The expert input of key stakeholders, including former workers and relatives of former workers will ensure that the exhibitions are meaningful and authentic.

To ensure that the exhibition space is visited regularly, the school education program trails (for excursions), the cultural heritage tourism trails and the downloadable smart phone app trails will highlight the space as being a significant part of the Locomotive Workshop experience.

In addition, its location adjacent to the Top Education auditorium will ensure that the space is regularly visited by users of the auditorium. As a result, the exhibition content is dynamic, beautifully lit and engaging for all

types of audiences, ranging from the younger, digital savvy users through to railway enthusiasts and cultural heritage tourists.

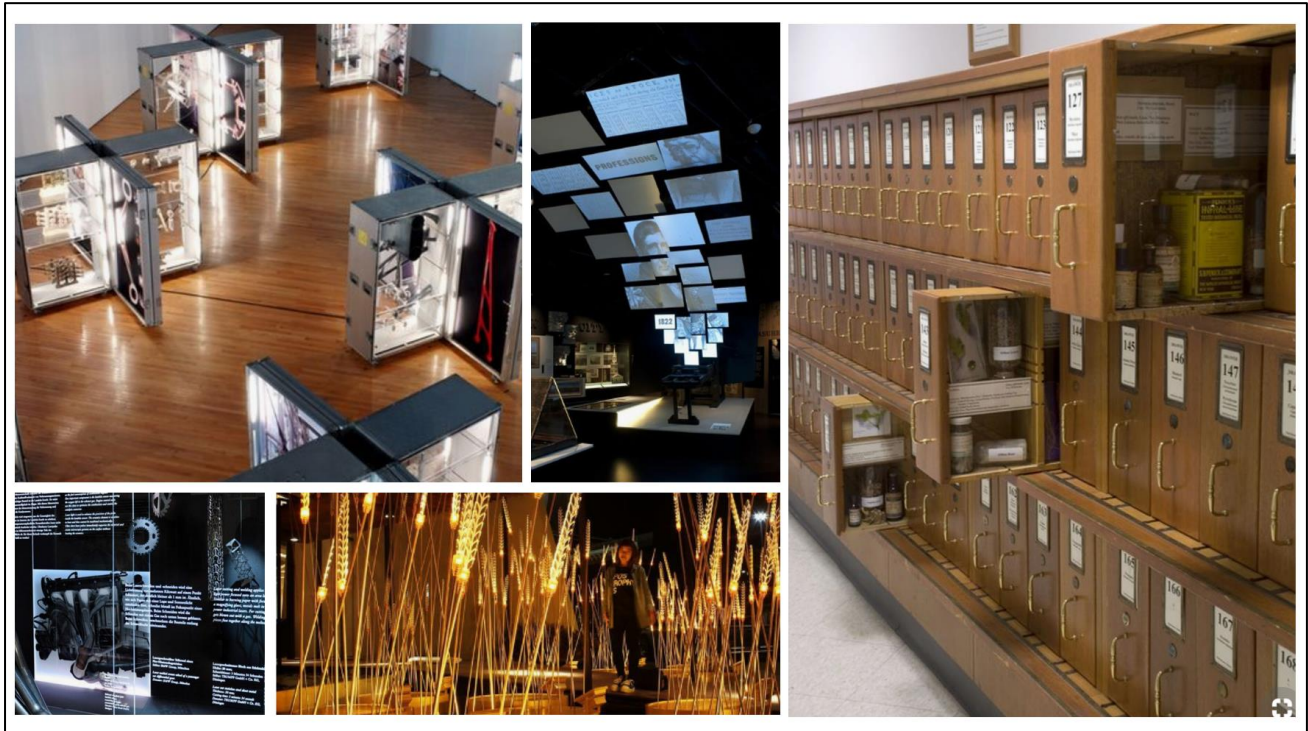


Figure 24: Curiosity Cases will be wall-mounted and will be able to be changed and rotated over time, as will the moveable exhibition cases so that the exhibitions remain relevant and exciting. Projections and lighting will create atmosphere and excitement. (Source: Pinterest. Little Green Cocoon. 2019)

12.9 Interpretation in Bays 3 and 4.

The interpretation proposed for Bays 3 +4 are cleverly integrated into the public spaces that will be used by many local residents and workers on a daily basis. The intention for the interpretation in this space is to create engaging displays and story opportunities for the average user who likely has not chosen to visit the site for its cultural heritage values, but rather to undertake shopping, attend educational classes, go to the gym or visit the food and dining retail options.

The interpretation is proposed to be aesthetically engaging, unexpected and iconic so that it really captures the spirit and history of the site as users pass by. The stories and information shared is intended to inspire regular site users to delve deeper into gaining an understanding of the site's history, and to ultimately, explore the rest of the site's exhibitions and interpretation, including the interpretative walkway, the machinery on display throughout Bays 1-4a, external interpretative trails and the ever-changing exhibitions in Bays 1 + 2. Figure 34 provides an overview of how the interpretation between Bays 1 + 2 with seamlessly integrated into the interpretation elements proposed for Bays 3 + 4.

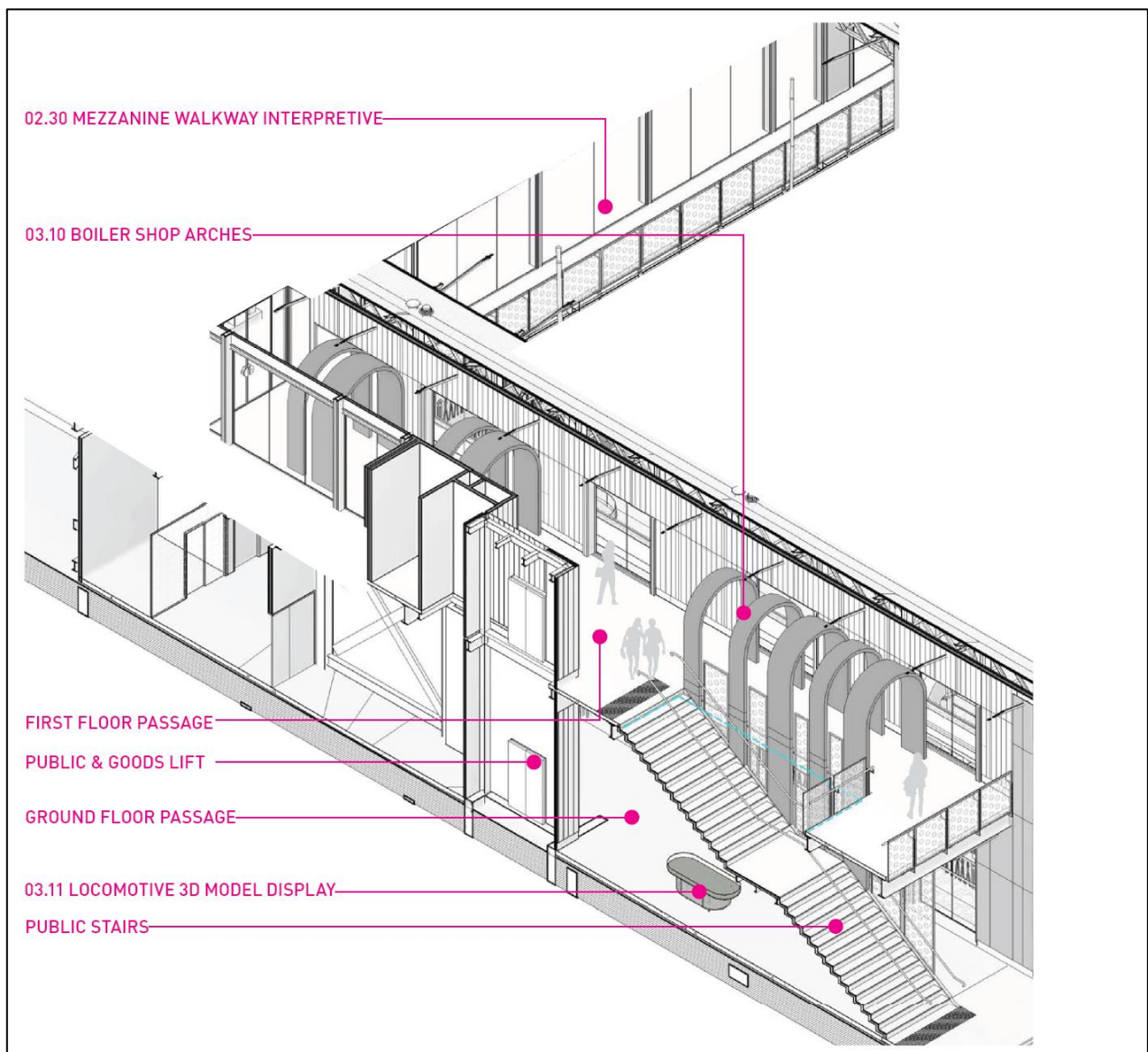


Figure 25: Interpretative Arched Walkway and 3d Locomotive Model Display, Bay 3
(Source: Sissons, Buchans, Curio.2019).

12.9.1 Interpretative Boiler Shop Arches

The arched walkway (Boiler Shop Archway) that leads to the Bay 2 Tenancy and Bay 1 Exhibition Space is intended to inspire and initiate curiosity as users pass through. The viewing windows located next to the arches will provide bird's eye glimpses into the incredible industrial spaces of Bays 1 + 2. The walkway is also intended to serve as a useful interpretation element for the cultural heritage tours and school excursions proposed.



Figure 35: The Boiler Shop Archway with interpretation displays. (Source: Sissons, Buchans, Curio. 2019)

12.9.2 The Travelator Interpretation

The travelator foundry tunnel will create a new physical element within the central section of Bay 4 that will also be read as a new, modern visual element emerging from the centre of the Bay. Digital LED immersive heritage interpretation will be designed for the interior of the tunnel of the travelator, and in the treatment of the travelator fabric as it emerges from within the Bay.

It is important to note that the proposed travelator, required to transport visitors from the subterranean carpark in Building 2 to the ground floor of the Locomotive Workshops, will result in the creation of an interpretative tunnel that will explain the significance of the whole of the site, including the foundry and its relationship to the Locomotive Workshop. It will provide the opportunity to present the results of the archaeological investigation of the foundry undertaken as part of the Building 2 works, to a 'captive' audience.

As part of the travelator works, the proposed development will have the potential to impact upon the brick arched footings of the building in Bay 4 (southern façade). It is proposed to investigate, record, conserve and incorporate the brick arched footings within the proposed travelator design, if this is structurally able to be achieved. The newly exposed footings will form part of the heritage interpretation experience within the travelator, either structurally, or within the proposed digital interpretative travelator experience proposed.

If retention of the brick arch footing is not possible, then the investigation and recording, including the 3d scanning will ensure that there is an accurate archival record of a previously unseen footing, for use in education, technical and interpretative programs that can be incorporated into the digital content for the travelator.

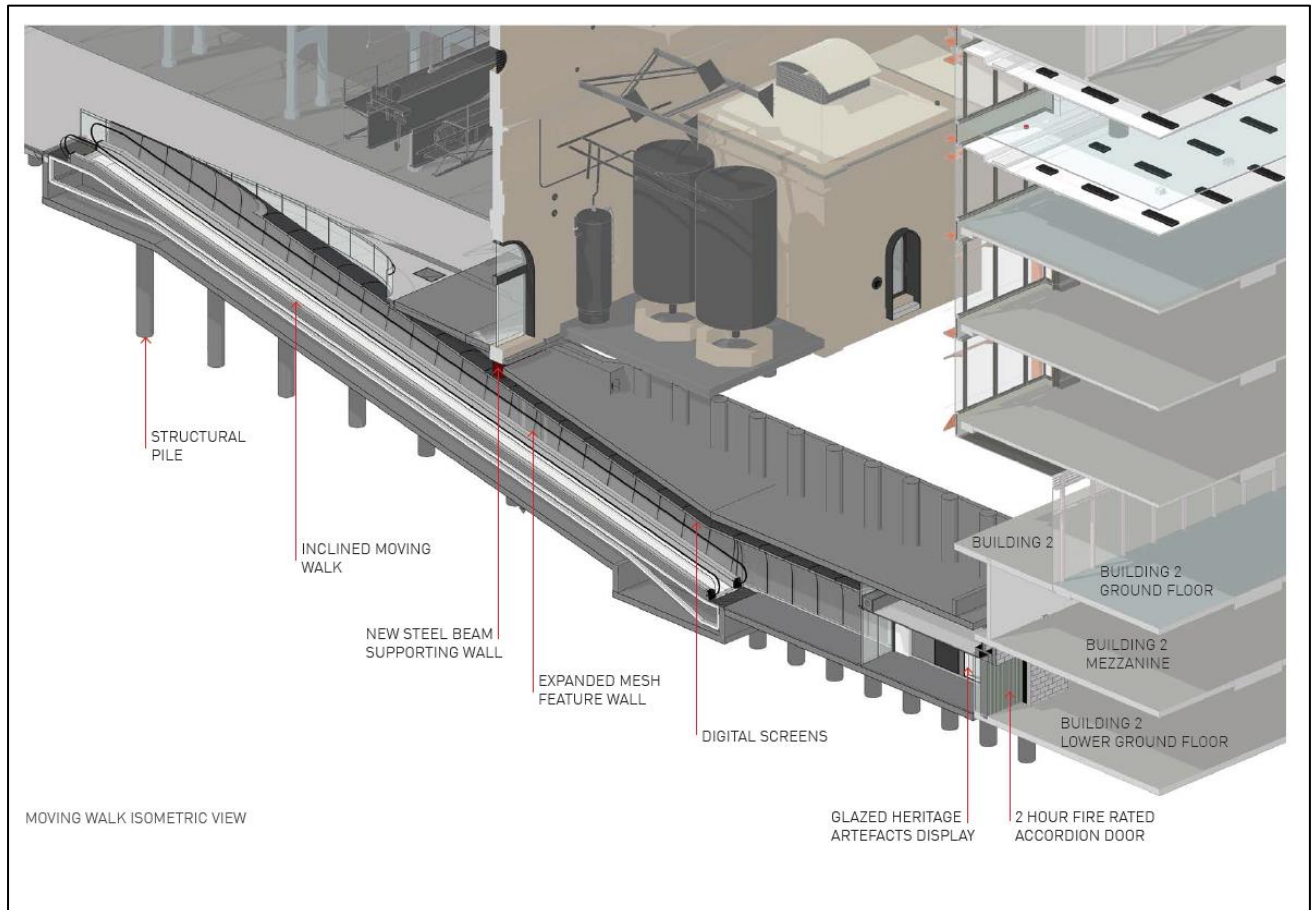


Figure 26: Isometric view showing the location of the glazed artefact display associated with the Former Foundry and the location of the digital screens within the travelator tunnel (Source: Sissons/Buchans/Curio 2019).

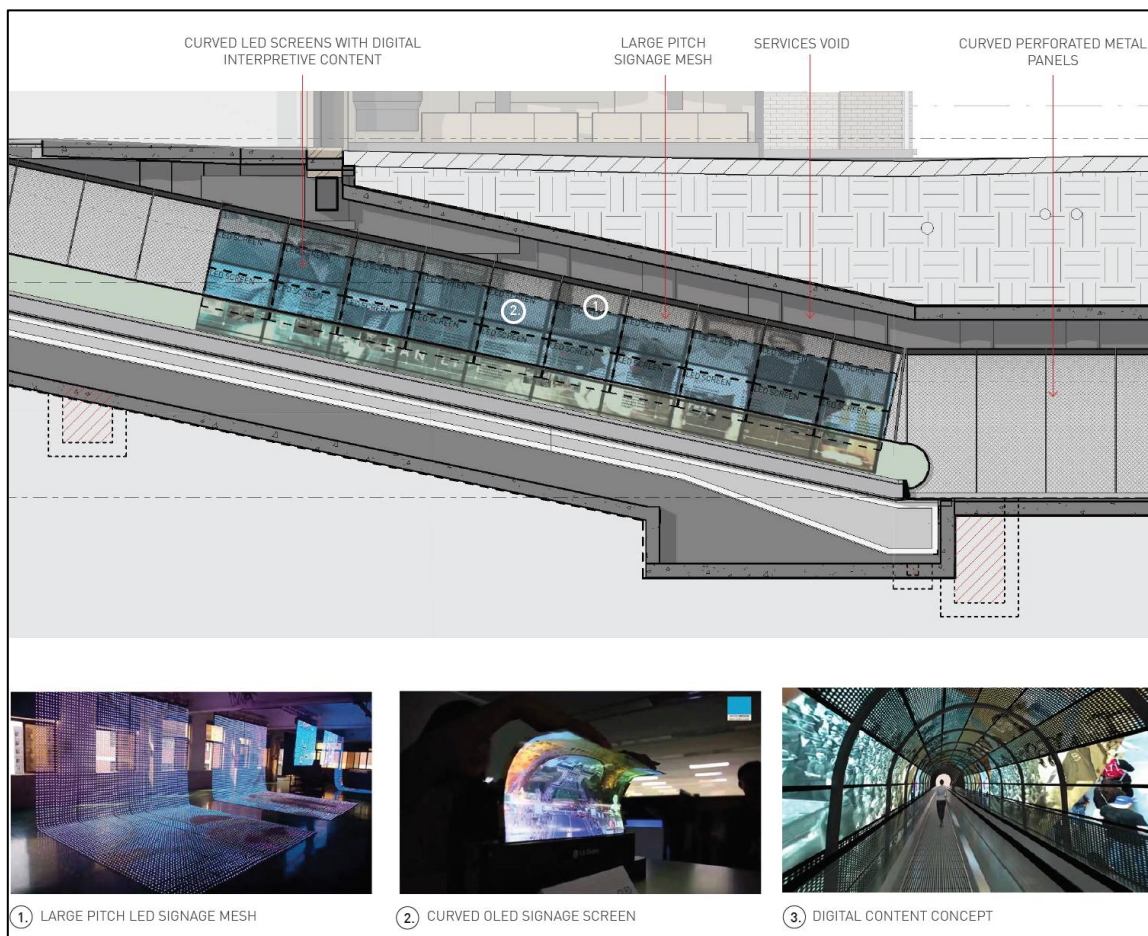


Figure 27: Artist's impression of the finishes for the travelator. (Source: Sissons, Buchans + Curio, 2019)

12.9.3 The Spring Shop Lounge + Locomotive Model

As the Locomotive Workshops user enters in Bay 4, the Spring Shop Spring installation and gantry will be positioned above the travelator to provide a unique and impressive art installation of the former springs, in the location where the spring shop was last housed in the 1980s.

The interpretative digital trail will include a story about what the Spring Shop actually did, who worked there and what functional role the springs played in the processual chain of making locomotives.

In addition to the Spring Shop Lounge area, there will be a 3-d reproduction model of the Locomotive Workshops on display which will show how the whole of the Locomotive Workshops functioned at the peak of operations and how the process of Locomotive making, maintenance and repairs occurred. The final details of how this model will work and/or interact will be finalised as part of the Stage 2 design work and installation process.



Figure 28: Conceptual image of the proposed Spring Shop lighting installation in Bay 4 (Source: Sissons, Buchans + Curio, 2019)

12.9.4 Public Amenity Walkways

It is proposed to use projected images and recycled discarded elements to create another interactive and unexpected historic experience as patrons visit the amenities in Bay 4. It is considered that the creation of unique moments in spaces such as the amenity corridors connects the rich history of the site with its regular users, in a way that is not anticipated, but greatly enjoyed. Each of the installations will be overlaid with a digital element that can be accessed via a smart phone, and in some instances, installed as physical interpretation on site, to encourage site users to learn more about the site's iconic and multi-faceted history.

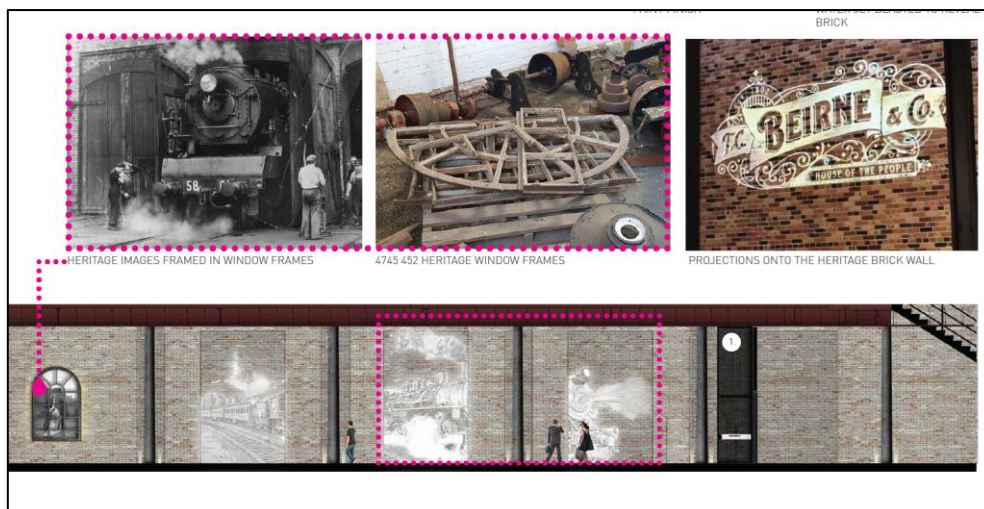


Figure 29: Proposed projection for the Bay 4 Amenities walkway (Source: Sissons, Buchans + Curio, 2019)

12.10 Interpretation Bays 5-15

Interpretation throughout Bays 5-15 is more focused on the provision of interpretation along the external façade of Bays 5-15, machinery displays dispersed throughout the tenancies, rather than concentrated in Bay 9 North and the use of graphics, images, lighting and decals in the public areas to tell the iconic story of the Locomotive Workshops. The emphasis, as with the rest of the site is to give a voice to the experience of the worker – the hard work, danger, extreme conditions and harsh daily work environment and the comradery amongst the workers.

12.10.1 Machinery Displays

The interpretation within Bays 5-15 will integrate the moveable heritage collection within the tenancy fitouts, rather than keep the collection of machines within one corner of Bay 9, so that it is once again appreciated on a daily basis by the hundreds of workers within the space.

The current representation of the majority machinery in Bay 9 is insufficient and located poorly for interpretative purposes. Most of the machinery is located behind heavy barriers, with signage clearly stating 'no access'. The machinery which has been moved into the northern space of Bay 9, from a range of different locations, is currently clustered into one small space in the north of the bay. Rather than reading as an interpretive piece, speaking to the ambiance of the space originally as a busy industrial site, the collection is cramped, not well signed, and does not currently encourage exploration by visitors. It is under-interpreted because the space is generally being used as a protected, open storage location for the machinery, as opposed to an active, curated interpretative exhibition that can be accessed and viewed.

The Section 170 Register which documents the Moveable Heritage of the Locomotive Workshop, indicates that the majority of the machinery located in Bay 9 is from Bays 9–13, and as such, it has been proposed that the majority of these items remain within Bays 9–13 (in order to maintain consistency with the original positioning of the machinery).

However, with some redistribution within the space, coupled with more effective and appropriate heritage interpretation, it is proposed that the relocation of some of the machinery in Bay 9, to other locations within the Bays, is undertaken with a view to facilitate and encourage public access to the moveable heritage collection during future open days, such as during Heritage Week, special Eveleigh celebrations, Sydney Open and other coordinated public events.

Some insitu machinery is currently located along the southeast wall of Bay 9. The SSDA proposes that this machinery remain in situ, along with the addition of more thorough and effective interpretation.

Transport Heritage NSW is also currently negotiating to potentially reuse 2 -3 machines as part of their new program at Chullora, which will train apprentices on the original machinery, in the repair and maintenance of

the steam locomotives. The possible recommissioning and reuse by Transport Heritage NSW would occur under a legal loan agreement, if approved by the NSW Heritage Division. As part of this work, Mirvac is consulting closely with Transport Heritage NSW and the NSW Heritage Division.

The machinery would form a key part of an apprenticeship program that would see the equipment put back to its original use for the repair of steam trains. This is an exciting initiative, that if developed successfully, would take precedence as the preferred management option for a small number of moveable heritage items in the Bay 9 north collection. The ability for the machinery to be put back to use to teach a new generation of apprentices how to repair steam trains would be an exceptional outcome, if able to be achieved in a way that ensures the collection continues to be carefully maintained and protected.

The proposed final placement of the machinery in Bays 5-15 is identified in the ground floor plan below. The majority of the machinery collection is located around the central spine of the Locomotive Workshops, with some key larger machinery pieces located in core circulation areas in the tenancies so that they can be fully appreciated by the tenants.



Figure 40: Plan of redistribution of the machinery currently housed in the north-eastern corner of Bay 9
(Source: Sissons/Buchans/Curio 2019)



Figure 30: An example of how the machinery will be integrated within the spaces of the bays and celebrated, rather than hidden away as one lot in the rear corner of Bay 9. (Source: Sissons/Buchans/Curio 2019).

12.10.2 Bay 15 End of Trip Facilities and Heritage Storage

Bay 15 houses the End of Trip facilities and the heritage storage areas. Given that it is likely to be used on a regular basis by the workers, it was considered that this bay represented an excellent opportunity to display rather than just store the heritage beams being removed from Bays 1-4a, and to create a large-scale interpretative opportunity, as shown in Figure 42.

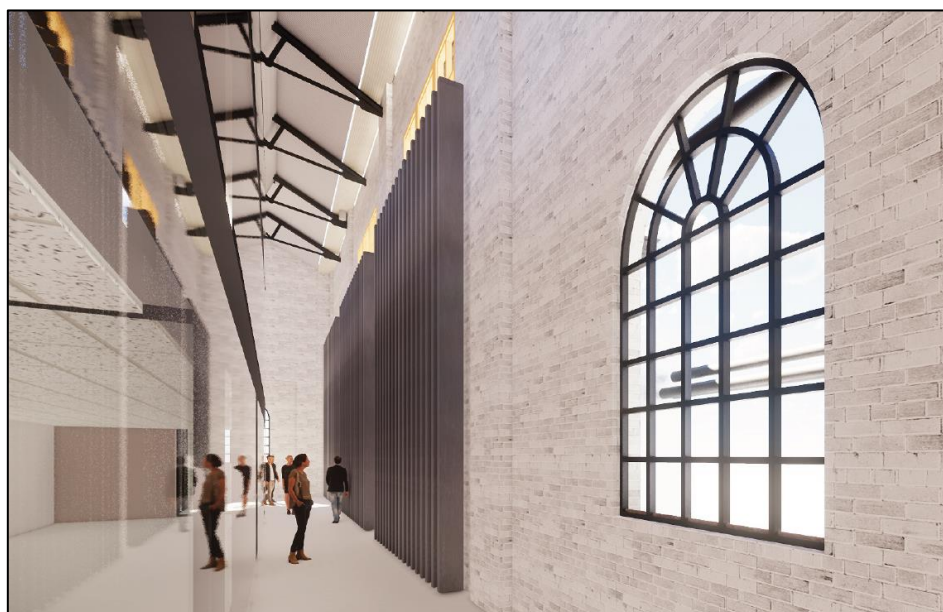


Figure 31: Heritage Beam Display +Storage (Sissons, Buchans, Curio 2019)



Figure 43: Large Scale Interpretation, using historic photographs (Sissons, Buchans, Curio 2019)

In addition to the beam display and large scale artwork, it is intended to apply heritage decal images to various lockers within the End of Trip Facilities, with some short interpretative information to be written on the inside doors of the lockers that is intended to be engaging and quirky so that the site user becomes more curious about the Locomotive Workshops amazing history and workers.

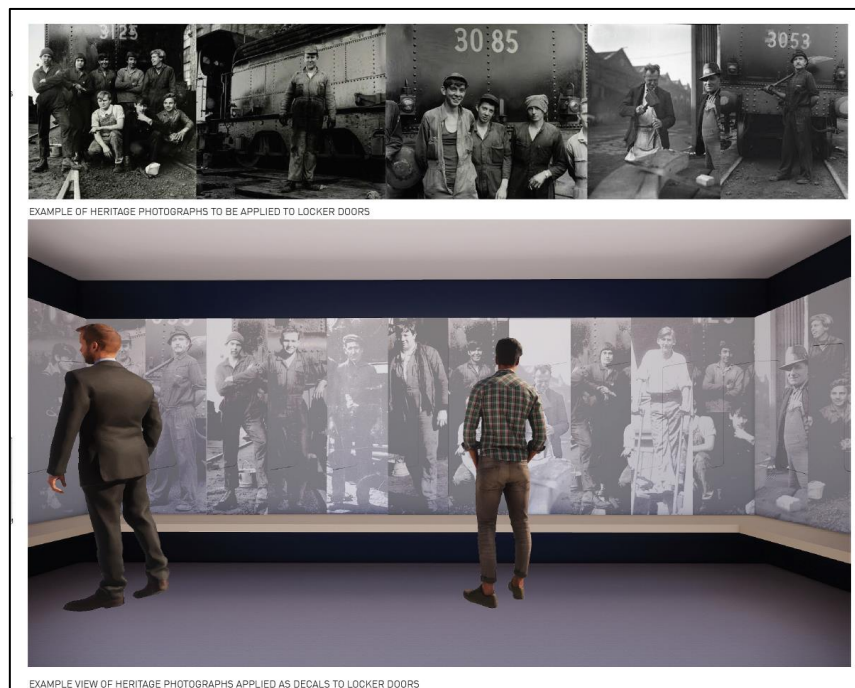


Figure 44: Example of how images will be interpreted within the end of trip facilities, such as the lockers (Source: Sissons/Buchans/Curio 2019)

12.11 External Heritage Interpretation

The heritage interpretation proposed for the Locomotive Workshop will be fully integrated within the broader landscaped ATP environment. Mirvac, Curio, Sissons, Trigger, Buchans and Aspect worked closely together to ensure that the elements being developed for the exterior of the Locomotive Workshop would integrate within the broader public domain works.

The heritage interpretation, including the new sub-station cladding, paving inlays, illumination of key architectural and artefactual elements will all contribute, seamlessly, within the landscape design work, to ensure that the story-telling and journey of discovery will travel throughout the whole of the site

12.11.1 13.3.1. External Bay Numbering and Inlays

Inlays will be placed with the pavement, along the whole length of the Locomotive Workshop Bays, from 1-15 to provide a clear interpretation of how each of the Bays were used over time, and to demonstrate how often, these uses changed.

The Bays will be numbered as they were originally, and again there will be a digital overlay with additional information that relates to significant external elements, such as the urinals, the boilers, the pumphouse and other significant locations or features.

The Pumphouse will have new interpretive lighting installed, with a new access that will allow visitors to the site to see into the Pumphouse and understand more about its significance, its core use and how it actually worked to direct the hydraulics throughout the site.



Figure 45: Inlays with Bay numbering, interpretation of the different uses and quotes will be inlaid along the exterior of the Locomotive Workshops from Bays 1-15. (Source: Sissions/Buchans/Curio. 2019)



*Figure 32. The original doors will be retained on the inside, with a new glazed door and step to the exterior of the Pumphouse to allow visitors to see into the building, which will be uplit with specialist interpretive lighting.
(Source: Sissons, Buchans + Curio, 2019)*

12.11.2 Unionism – Red Square

Red Square in front of Bay 15 was the iconic location where many of the workers gathered to strike and listen to speeches. The intention is to create an interpretive element that is just as effective during the daytime, as it is at night when it is uplit in red lights. This element will be strong within the landscape as it will be readily viewed from the Central Plaza between Buildings 1 + 2 and should attract visitation to the Locomotive Workshops. As with the other key elements, there will be a detailed interpretative digital overlay for those seeking more information, as well as a physical interpretation that explains the significance of the Red Square.



Figure 33: Red Square Interpretation during the day (Source: Sissons, Buchans + Curio, 2019)

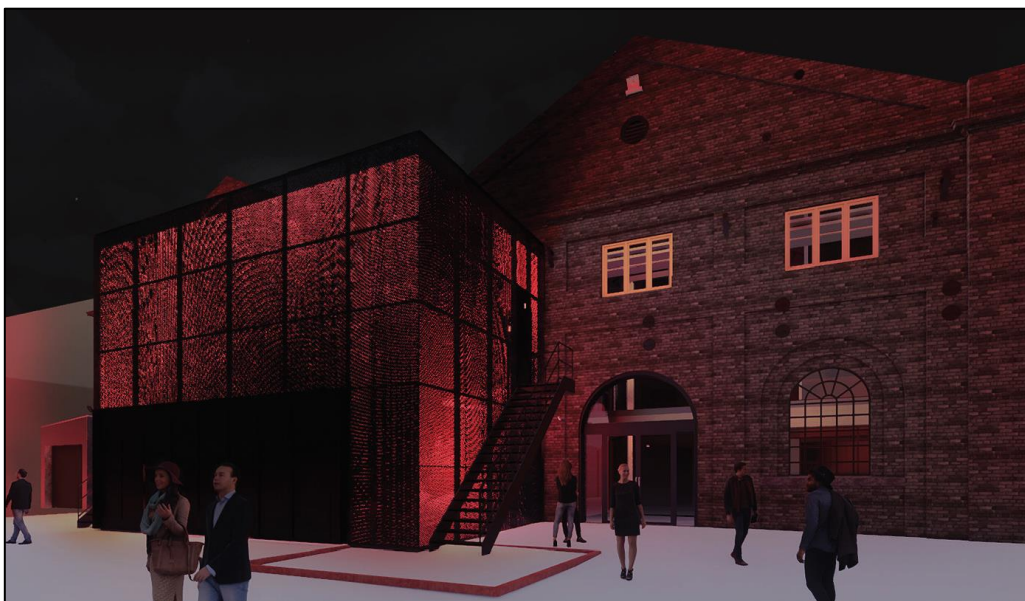


Figure 34: Red Square, lit up by night (Source: Sissons, Buchans + Curio, 2019)

12.11.3 Wall of Employee Record Cards

Another significant external element, that, similar to the Red Square, is designed to use the utilitarian nature of the sub-stations in a creative way, is the recreation of worker's cards on the sub-stations along Locomotive Street (see Figure 20). There is the opportunity to highlight significant or memorable workers within this interpretative work which will also encourage users to refer to a more detailed interpretative digital overlay (within the app). The onsite and digital interpretation will explain the importance of the employee record calls (also often referred to as the workers cards) for tracking the actions of individual workers, including those workers who were promoted and demoted during the Great Strike.

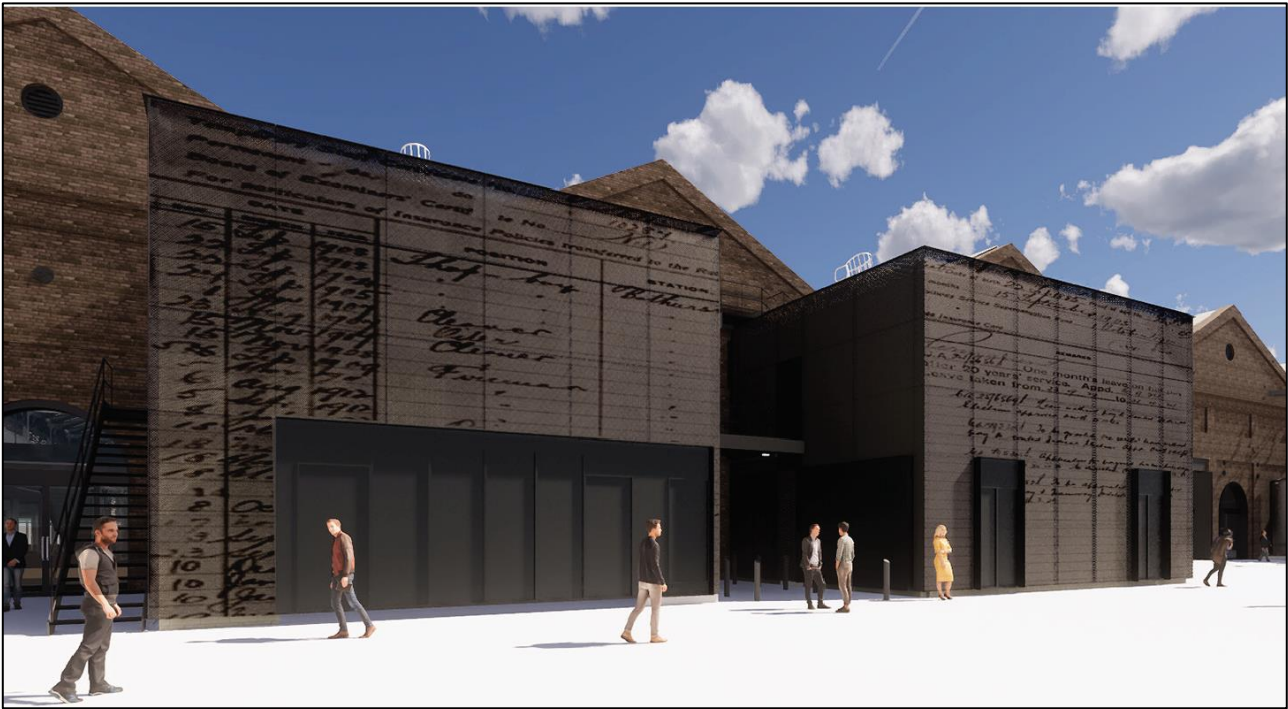


Figure 49: Employee Record Cards Wall (Source: Sission, Buchans, Curio 2019)

12.11.4 The Workers Projections– Northern Façade

The workers wall to on the Northern external façade of the site will contain archival film footage, photographs images, and projections related specifically to the thousands of workers associated with the Locomotive Workshops. The wall will be used to explore and celebrate the stories of the workers, including the known workers, the famous workers, the under-represented workers and importantly, where possible, will pay homage to the unnamed workers (namely Aboriginal workers who often worked under one family name).

The projected images and footage will demonstrate the types of work performed, create a sense of the vast numbers of workers who passed through the site, explore the dangers faced each day, pay respect to those who died on the worksite and include images that represent the triumphs, the tragedies, the hardships and successes of the workers of the ERW.

Specific footage of the Great Strike, photographs of workers, workers cards and other significant historical documentation will be projected on to the northern façade so that the current and future users of the Railway network, whether waiting for a train at Redfern Station, or passing through, have the opportunity to view the Locomotive Workshops from key vantage points, including the historic sightline from the station to the Locomotive Workshops, as well as from Carriageworks at North Eveleigh. The projections can be easily updated and added to over time, as further images and stories are found, without any physical impact to the fabric of the façade of the workshops.

The Locomotive Workshops can incorporate additional event-specific projections related to the significant history of the workers for key cultural events in the annual event calendar. This will include events such as:

- the Vivid Festival (with the Locomotive Workshops Historical Projections able to compliment rather than compete with the art-focused projections of Carriageworks during Vivid);
- History Week; and
- the Anniversary of The Great Strike



*Figure 50: Projections on the Northern Facade, celebrating the lives of the workers at Eveleigh.
(Source: Sissons, Buchans, Curio. 2019)*

12.11.5 The Workers Wall

Specific stakeholder feedback on the Workers Wall indicated that a Workers Wall that celebrates the workers of the Locomotive Workshops should be located in a prominent place, such as the entrance from Redfern Station, Innovation Plaza, or Locomotive Street.

It was noted that the Workers Wall should be designed with consideration of the following:

- A digital component to the Workers Wall would create opportunities to provide more detail about former workers. This database could be added to over time.
- A permanent, physical wall is important.
- Listing the names will strengthen the connection of the relatives of former workers with the site.
- A tangible record of former workers would have a greater emotional impact.
- A digital list of names and information about former workers is a possibility.

As an outcome of the consultation sessions regarding a physical Workers Wall, the following set of key principles and parameters have been established in order to determine how to best further develop the wall.

They are identified as follows:

- An interpretative physical wall which celebrates the workers of the Locomotive Workshops is to be designed and installed within a prominent, publicly accessible location on site.
- Three key locations have been identified as appropriate for the physical installation – including the Redfern Entrance to South Eveleigh, within Innovation Plaza or along Locomotive Street.
- Key fabrics considered to be appropriate for the Workers Wall include metal and industrial style fabrics that will fit in with the industrial aesthetics of the site.
- The Workers Wall must compliment the heritage significance of the site and must be compatible, in design, height and bulk with the heritage buildings within the precinct so as not to detract from the significance of the existing heritage buildings on site.
- Protected site view lines to and from South Eveleigh, as described in the endorsed Conservation Management Plan (GML 2013) must continue to be maintained and must not be obscured by the introduction of a Workers Wall at the site.
- Further consultation with key stakeholders will be undertaken throughout the design process.

12.11.6 The Guillotine, PumpHouse and Boiler Room

The Guillotine is a key feature of the new corner retail space on site, with uplighting proposed at night.

The introduction of the corner retail space will improve views from the public domain to the heritage building in this location and will encourage views directly into the Locomotive Workshop, including the Blacksmith.

The appeal of, and activity associated with, the new corner retail space will encourage visitation to the elements in and around Locomotive Street, including the Pumphouse, the Boilers, Boiler House and the Guillotine.

It is proposed that site users will be able to interact immediately with the heritage values of the site, through the significant visual presence and interpretation of the guillotine within the café, as well through the visual interface to the Blacksmith. The redevelopment is also likely to create a greater interest in the adjacent, Boilers and Boiler House, and the Pump House.

In response to this, the Pumphouse, Boilers and Guillotine are proposed to have an improved digital and lighting interpretative overlay to ensure that visitors to the site gain a much clearer understanding of the key stories related to the significance of these machines, how they were operated by the workers, (including their stories) and how they contributed to the overall functioning of the Locomotive Workshops.

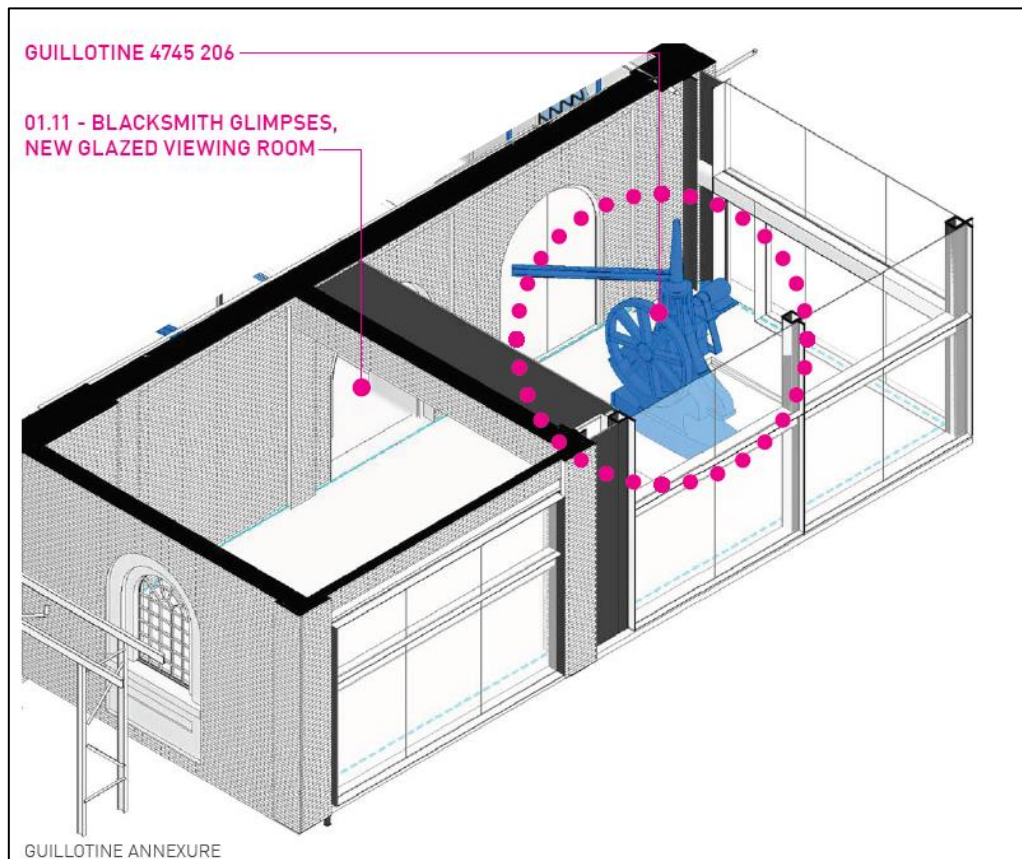


Figure 35: The Guillotine remains front and centre within the new cafe, with uplighting at night and views through to the working blacksmith (Source: Sissons/Buchans/Curio 2019).

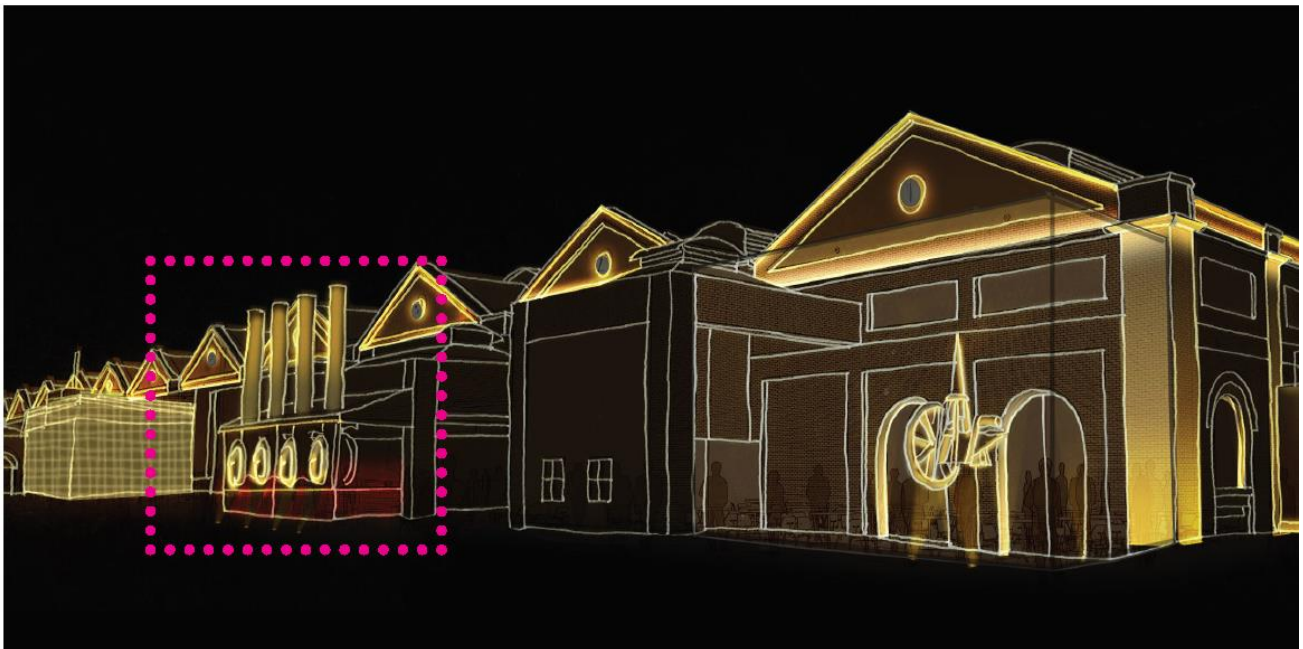


Figure 36: The Boiler House will be uplit at night with feature lighting, including a gentle red glow to give the impression of the type of heat and activity that characterised the boilers whilst they were in use. Digital overlays will be added, as will interpretative signage that helps to explain why the boilers were so important. (Source: POV, FireFly 2018)

13.0 Conclusions

Once the Stage 2 Heritage Interpretation Plan is approved, the next phase of content development will begin, with the final stories and research to be pulled meticulously together with the key experts, to ensure that the physical interpretations on site are supported by authentic, engaging stories that bring visitors back to the Locomotive Workshops, time and time again.

The consultation with key stakeholders who have expertise related to the site, including former workers, historians and relatives of former workers will continue to be consulted with to ensure that the final product delivery is authentic, engaging and based on accurate information.

The proposed adaptive reuse of the Locomotive Workshop will have an exciting and positive, long-term effect in protecting and celebrating the site's iconic heritage fabric and stories, through the use of various forms of interpretation, cultural heritage tourism and story-telling programs.

The interpretation proposed for the Locomotive Workshop includes a variety of positive outcomes, such as:

- retention of the working Blacksmith in Bays 1 and 2 south, with improved amenity;
- a dedicated heritage exhibition space, and archival repository, to be located within the mezzanine above the loading dock;
- use of the loading dock wall as a 'moveable heritage interpretation wall';
- improved interpretation of, and public access to the iconic Blacksmith Workshop moveable heritage collection;
- use of the travelator tunnel, as a dedicated interpretative space for the interpretation of the former Foundry and ATP site as a whole; and
- creation of opportunities to activate the spaces in and around Bays 1 and 2 to (heritage exhibitions, retail, events) to increase visitation to the Locomotive Workshop, including the new external, south-east corner retail.

The redevelopment aims to preserve, accentuate and emphasise the exceptional cultural and aesthetic heritage values of the building, its collections, stories and spaces within an operational framework that will secure the long-term economic viability and activation of the site. Mirvac has a vision to create a compelling 'destination', like no other in Australia, where the commercial, retail and cultural heritage tourism opportunities for ATP can be brought together and celebrated, with the Locomotive Workshop, front and centre.

While the eastern and western portions of the Locomotive Workshop are being developed through separate SSDAs due to functional purposes (future retail vs commercial functionality), the interpretation acknowledges

that the Locomotive Workshop is one holistic and cohesive heritage building with a unified exceptional level of heritage significance and history.

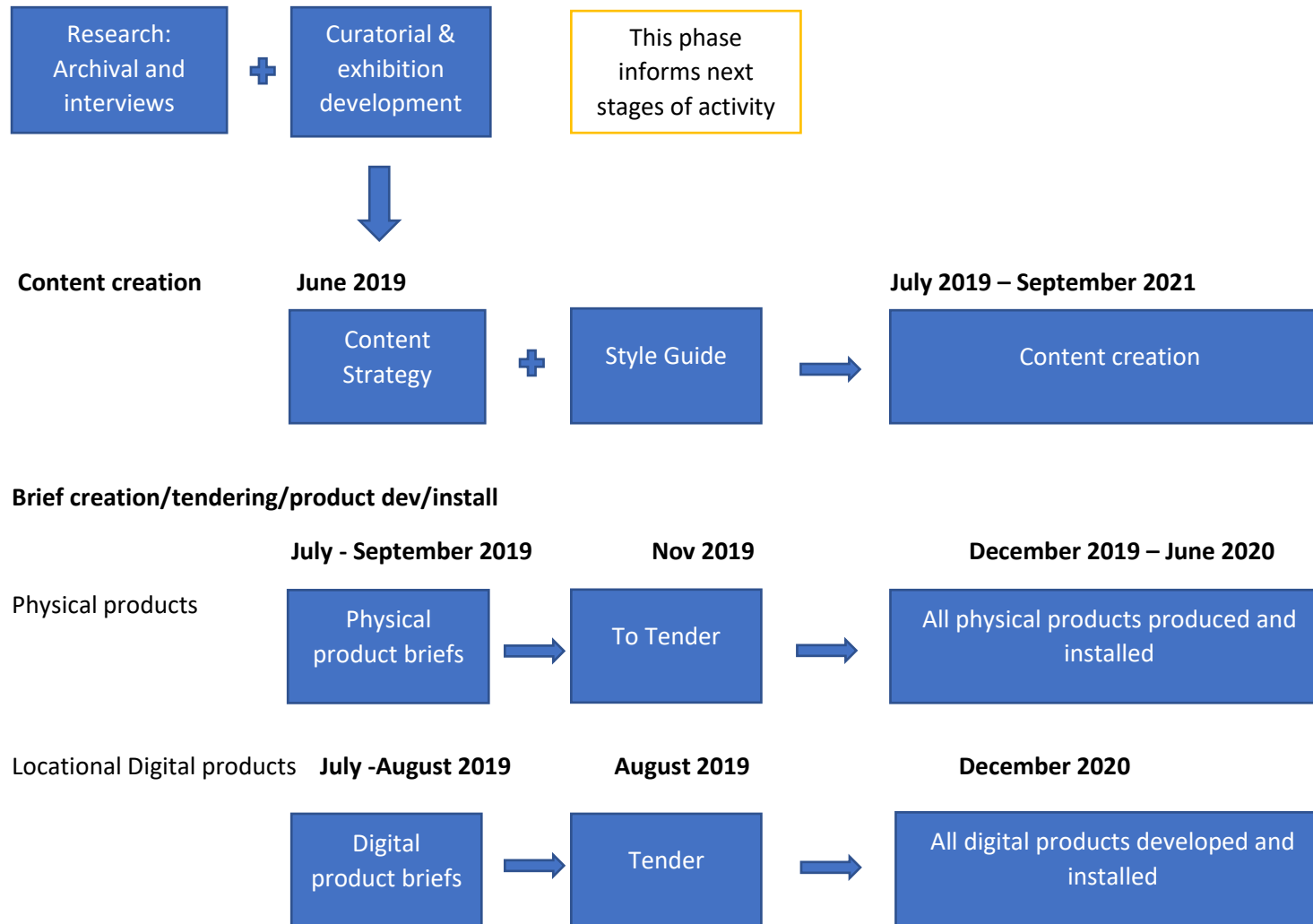
The broader significance of the ERW site is embodied within the ATP site, and in particular, the fabric and collections housed within the Locomotive Workshop. The changes to the use and spaces within Bays 1–15 of the Locomotive Workshop, including interpretative initiatives, will conserve the significant fabric, stories and moveable heritage collections of the building whilst returning the overall Locomotive Workshop back to a busy, industrious workplace that will be utilised and appreciated on a daily basis by thousands of workers, local community members and visitors alike.⁴²

⁴² Curio Projects, November 2017. *Heritage Impact Statement for Locomotive Workshop (Bays 5-15)*, prepared for Mirvac (154-155)

Stage 3 South Eveleigh Heritage Interpretation

Further Research, Production and Installation of Products on site

July – August 2019



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